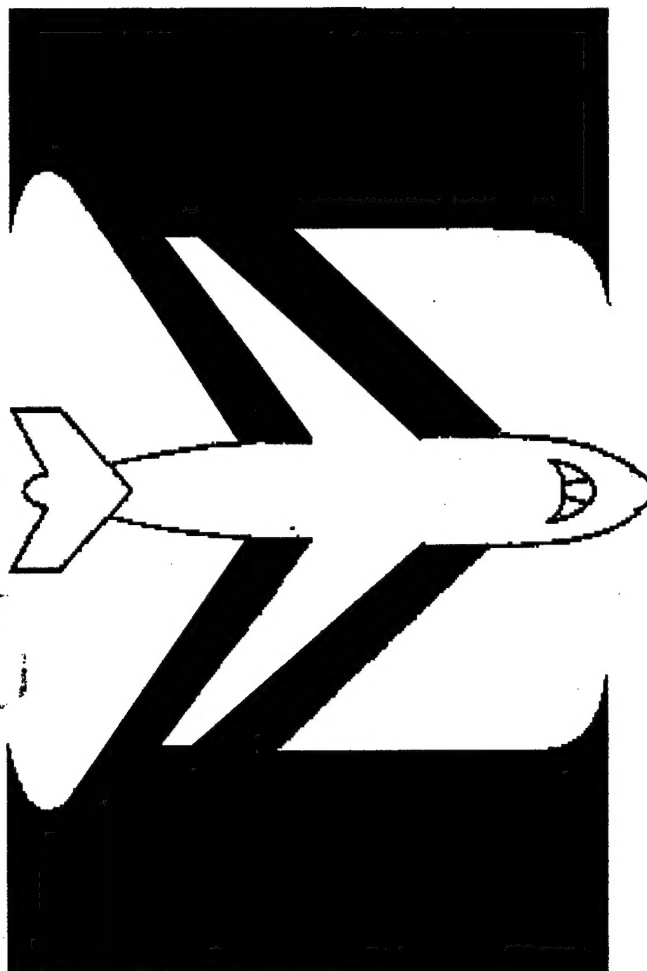




US Department  
of Transportation  
Federal Aviation  
Administration

# FAA Statistical Handbook of Aviation

Calendar Year 1994



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US Department  
of Transportation  
**Federal Aviation  
Administration**

# **FAA Statistical Handbook of Aviation**

**Calendar Year 1994**

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(non-forecast publications only)**

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***Airport Activity Statistics of Certificated Route Air Carriers*** is now published by the Bureau of Transportation Statistics (BTS). Included in the data are passenger enplanements and tons of enplaned freight and mail. Scheduled/ nonscheduled service shown by airport and carrier are also included. Breakdown of data includes departures/enplanements/ cargo/mail by airport, carrier & type of operation, and type of aircraft.

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Diane Green 202 267-3352

***FAA Air Traffic Activity*** furnishes terminal and en route air traffic activity information (e.g., takeoffs & landings, flight plans filed) of the National Airspace System. The data is collected/ compiled from the FAA-operated Airport Traffic Control Towers, Air Route Traffic Control Centers, Flight Service Stations, Approach Control Facilities, and FAA-contracted towered airports.

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**FAA Statistical Handbook of Aviation** is a convenient source for historical data. It presents statistical information pertaining to the FAA, the National Airspace System, Airports, Airport Activity, US Civil Air Carrier Fleet, US Civil Air Carrier Operating Data, Airmen, General Aviation Aircraft, Aircraft Accidents, and Aeronautical Production & Import/Export.

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**General Aviation & Air Taxi Activity and Avionics Survey** is an annual report that presents the results of the general aviation/air taxi activity and avionics survey conducted to obtain information on the activity and avionics of the US registered general aviation aircraft fleet. The report contains estimated flying time, landings, fuel consumption, lifetime airframe hours, and engine hours of the active general aviation aircraft by manufacturer/model group, aircraft type, state and region of based aircraft, and primary use.

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**US Civil Airmen Statistics** is an annual study of detailed airmen statistics. It contains statistics on pilots and nonpilots and the number of certificates issued.

Last printed edition:  
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The current edition is free of charge and while supplies last from the FAA/Statistics and Forecast Branch, 202-267-8032. Past year editions are available for sale from the National Technical Information Service (NTIS) at 703-487-4781.

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Robert Bowles 202 267-3355 or  
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## PREFACE

The *FAA Statistical Handbook of Aviation* is published annually by the Federal Aviation Administration (FAA). Its prime purpose is to serve as a convenient source for historical data and to assist in evaluating progress. The Handbook should provide a valuable source of information for the Department of Transportation, operating office of the FAA, the Bureau of Transportation Statistics (BTS), and other government agencies, as well as nongovernmental organizations interested in aviation.

Chapter I deals with the FAA and its functions. This section also includes a comparison of the agency's appropriations and personnel complement.

National Airspace System data reflecting the fiscal and calendar year workload of the FAA air traffic facilities--terminal and en route--are contained in Chapter II. This chapter contains air traffic activity reported by the FAA-operated airport traffic control towers, air route traffic control centers, and flight services facilities.

Selected statistics concerning the nation's landing facilities by state within FAA regions are presented in Chapter III. In addition to the total count of these facilities, this chapter includes statistics pertaining to the physical characteristics (paved vs. unpaved runways, lighted vs. unlighted runways, length of runway, etc.) and funds allocated for airport development.

Airline passenger, cargo, and departure statistics shown in Chapter IV were prepared from data published in *Airport Activity Statistics of Certificated Route Air Carriers*, which is issued by the Bureau of Transportation Statistics. This chapter covers the activity of the large certificated U.S. air carriers only.

The U.S. civil air carrier fleet is described in Chapter V. The aircraft population discussed here is not an inventory of the aircraft owned by the air carriers, but represents the aircraft reported in air carrier use.

U.S. civil air carrier operating data--revenue passenger miles flown, available seat miles, enplanements, revenue ton miles flown, revenue aircraft miles flown, and operating revenues and expenses of the large certificated air carriers--are presented in Chapter VI. These statistics were obtained from forms submitted by the large certificated U.S. carriers to the BTS. Also included in Chapter VI are traffic statistics for the small certificated and commuter air carriers.

The airmen data shown in Chapter VII were obtained from official airmen certification records maintained by the FAA's Mike Monroney Aeronautical Center in Oklahoma City, Oklahoma. These data include the number of airmen as of the end of the year and the number of certificates issued during the year.

The general aviation aircraft data presented in Chapter VIII were collected from the General Aviation/Air Taxi Activity and Avionics Survey. Numbers of active aircraft and hours flown are shown for each aircraft type, use category, and state.

Aircraft accident information for air carriers, commuters, air taxis, and general aviation appear in Chapter IX. These data were furnished by the National Transportation Safety Board.

Aeronautical production and imports/exports are summarized in Chapter X. The production information was obtained from reports submitted to the U.S. Bureau of the Census by all known producers of complete aircraft and aircraft engines. Import/export data were obtained through Aerospace Industries Association, Inc. based on Census Bureau data from special monthly compilations of annual reports, FT-446 and FT-410, respectively.

The *FAA Statistical Handbook of Aviation* is prepared by the Statistics and Forecast Branch of the Office of Aviation Policy and Plans, with the cooperation of other FAA offices. Special appreciation is expressed to the Bureau of Transportation Statistics, U.S. Bureau of the Census, National Transportation Safety Board, and many municipalities and private organizations for their assistance.

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## **I. THE FEDERAL AVIATION ADMINISTRATION**

The Department of Transportation Act of 1966 established a new executive department known as the Department of Transportation. The general welfare, economic growth, stability, and security of the nation pointed to the need for the development of national transportation policies and programs effectively using the nation's transportation resources. The Act provided for the inclusion of the Federal Aviation Agency in the Department as the Federal Aviation Administration.

Directed by an Administrator, who is appointed by the President, by and with the advise and consent of the Senate, the FAA has as its primary function the fostering of the safety and development of American aviation. More specifically, the FAA is responsible for developing the major policies necessary to guide the long-range growth of civil aviation; modernizing the air traffic control system; establishing in a single authority the essential management functions necessary to support the common needs of civil and military operations; provide for the most effective and efficient use of the airspace over the United States; and for the rule making responsibilities relative to these functions.

The FAA constructs, operates, and maintains the National Airspace System and the facilities which are a part of the system; it allocates and regulates the use of the airspace; it ensures adequate separation between aircraft operating in controlled airspace; and, through research and development programs, it provides new systems and equipment for improving utilization of the nation's airspace.

The FAA prescribes and administers rules and regulations concerning airmen competency, aircraft airworthiness, and air traffic control. It promotes safety through certification of airlines, airmen, aircraft maintenance facilities, and aviation schools. It reviews the design, structure, and performance of new aircraft to insure the safety of the flying public.

Services provided by the FAA toward the development of aviation and air commerce include:

- Dissemination of news and information on civil aviation generally;

- Publication of flight information data for pilots;

- Development of medical standards for airmen through aviation medical research;

- Technical aviation assistance to other governments, operation of overseas civil aviation missions, and the aviation training of foreign nationals;

- Research and development in the field of aeronautics and electronic; and,

- Other activities required to encourage and foster the worldwide development of civil aviation and air commerce.

Policies governing these programs are developed in the Washington headquarters of FAA and are executed by field employees.

The FAA has nine regional offices strategically located throughout the United States as well as the FAA Technical Center at Atlantic City, New Jersey, and the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma.

TABLE 1.1  
FAA BUDGET AUTHORITY  
FISCAL YEARS 1991-1995  
(\$ IN MILLIONS)

Appropriation	1991	1992	1993	1994 1/	1995
<b>Total</b>	\$7,937.7	\$8,872.1	\$9,167.9	\$8,644.6	\$8,324.3
Operations (General Fund)	\$2,034.3	\$2,250.4	\$2,258.6	\$2,286.0	\$2,132.3
Operations (Airport and Airway Trust Fund)	\$2,003.0	\$2,109.6	\$2,279.3	\$2,294.5	\$2,450.3
Facilities and Equipment (Airport and Airway Trust Fund)	\$2,095.4	\$2,394.0	\$2,350.0	\$2,120.1	\$2,087.5 <sup>2</sup>
Grants-in-Aid for Airports (Airport and Airway Trust Fund) Contract Authority	\$1,600.0	\$1,900.0	\$2,050.0	\$1,690.0	\$2,161.0
(Obligation Limitation)	(\$1,834.5)	(\$1,900.0)	(\$1,800.0)	(\$1,690.0)	(\$1,450.0)
Research, Engineering and Development (Airport and Airway Trust Fund)	\$205.0	\$218.1	\$230.0	\$254.0	\$259.2

1/ Total includes proposed rescission of \$531.2 million.

2/ F&E Recesion (55.0)

SOURCE: FY-95 Budget in Brief

**TABLE 1.2**  
**FAA CIVILIAN EMPLOYEES AT END OF FISCAL AND**  
**CALENDAR YEARS 1985 - 1994**

Date	FAA Total Paid	Full Time Permanent			
		Washington Office	Washington Field	Other Field	Total
Sep-85	47,138	2,012	132	43,651	45,795
Dec-85	47,245	2,033	136	43,660	45,829
Sep-86	46,682	2,022	140	43,477	45,639
Dec-86	46,809	2,050	144	43,438	45,632
Sep-87	47,897	2,142	152	44,204	46,498
Dec-87	47,907	2,156	157	44,148	46,461
Sep-88	49,002	2,267	159	45,119	47,545
Dec-88	49,210	2,315	158	45,237	47,710
Sep-89	50,875	2,474	159	46,753	49,386
Dec-89	50,977	2,630	172	46,716	49,518
Sep-90	52,010	2,809	197	47,635	50,641
Dec-90	51,269	2,849	213	46,916	49,978
Sep-91	53,959	3,072	274	48,971	52,317
Dec-91	54,119	3,153	301	48,949	52,403
Sep-92	53,972	3,260	322	48,876	52,458
Dec-92	53,871	3,360	331	48,690	52,381
Sep-93	53,117	3,405	371	47,911	51,687
Dec-93	52,680	3,433	362	47,612	51,407
Sep-94	49,386	3,110	396	44,907	48,413
Dec-94	48,932	3,094	398	44,536	48,028

NOTE: FAA Total Paid includes full-time, part-time, and intermittent.

Full time includes permanent paid full-time employees who occupy permanent positions.

Washington Office includes all paid Washington headquarters employees whose duty station is Washington, D.C.

Washington Field includes all paid Washington, D.C. employees in other states or foreign countries.

Other Field includes all paid employees whose duty stations are in the regions or centers.

**TABLE 1.3**  
**NUMBER OF TOTAL PAID FAA EMPLOYEES AS OF DECEMBER 31, 1985 - 1994**

Occupation	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
<b>Total</b>	<b>47,245</b>	<b>46,809</b>	<b>47,907</b>	<b>49,210</b>	<b>50,977</b>	<b>51,269</b>	<b>54,119</b>	<b>53,871</b>	<b>52,680</b>	<b>48,932</b>
Air Traffic Control Specialists	22,114	22,036	22,651	23,520	24,368	24,339	25,293	24,983	24,630	23,628
Electronics Technicians	6,856	6,600	6,788	6,627	6,508	6,458	6,641	6,572	6,262	2,306
Airway Transportation System Specialist	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4,225
Aviation Safety Inspectors	1,897	2,204	2,350	2,499	2,766	2,984	3,101	3,017	2,920	2,813
Engineers	2,450	2,417	2,579	2,640	2,657	2,736	3,073	3,208	3,198	2,891
All Others	13,928	13,552	13,539	13,924	14,678	14,752	16,011	16,091	15,670	13,069

NOTE: Airway Transportation System Specialist Series created end of CY 1993

## II. THE NATIONAL AIRSPACE SYSTEM

This chapter furnishes terminal and en route air traffic activity information for the National Airspace System for fiscal and calendar years. The data have been reported by the FAA-operated airport traffic control towers, air route traffic control centers, and flight service facilities (flight service stations, automated flight service stations, and international flight service stations).

Terminal information includes airport operations, instrument operations and instrument approaches. Airport operations are takeoffs and landings. This information is reported by towers by aviation category--air carrier, air taxi, general aviation, and military. Data for Air Route Traffic Control Centers (ARTCCs) include departures, overflights, and aircraft handled. Activities for flight service stations, automated flight service stations, and international flight service stations include flight plans originated, airport advisories, pilot brief, and aircraft contacted.

More detailed data pertaining to activity at each facility may be found in *FAA Air Traffic Activity*.

### DEFINITIONS

**Air Carrier**-- An aircraft with a seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds carrying passengers or cargo for hire or compensation. This includes US and foreign flag carriers.

**Air Route Traffic Control Center** -- A facility established to provide air traffic control service to aircraft operating on an IFR flight plan within controlled airspace and principally during the en route phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance service may be provided to VFR aircraft.

**Air Taxi** -- An aircraft designed to have a maximum seating capacity of 60 seats or less or a maximum payload capacity of 18,000 pounds or less carrying passengers or cargo for hire or compensation.

**Air Traffic** -- Aircraft operating in the air or on airport surfaces, exclusive of loading ramps and parking areas.

**Air Traffic Control Service (ATC)** -- A service provided by a control tower for aircraft operating on the movement area and in the vicinity of an airport.

**Aircraft Contacted** -- Aircraft with which the flight service stations have established radio communications contact. One count is made for each en route landing or departing aircraft contacted by a flight service station regardless of the number of contacts made with an individual aircraft during the same flight. A flight contacting five FSSs would be counted as five aircraft contacted.

**Airport Advisory Service** -- A service provided by flight service stations at airports not served by a control tower. This service consists of providing information to arriving and departing aircraft concerning wind direction/speed-favored runway, altimeter setting, pertinent known traffic/field conditions, airport taxi routes/traffic patterns, and authorized instrument approach procedures.

**Airport Operations** -- The number of arrivals and departures (takeoffs and landings) from the airport at which the airport traffic control tower is located. There are two types of operations: local and itinerant.

1. Local operations are performed by aircraft which:

- (a) operate in the local traffic pattern or within sight of the airport;
- (b) are known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of the airport;
- (c) execute simulated instrument approaches or low passes at the airport.

2. Itinerant operations are all aircraft operations other than local operations.

**Airport Traffic Control Tower** -- A terminal facility which, through the use of air/ground communications, visual signaling, and other devices, provides Air Traffic Control services to airborne aircraft operating in the vicinity of an airport and to aircraft operating on the movement area. These towers may be operated by the FAA or by a municipality. The municipality has the option of using its own employees or subcontracting for these services.

**Approach** -- The last phase of flight before landing

**Defense Visual Flight Rules (DVFR)**-- Rules applicable to flights within an Air Defense Identification Zone conducted under the visual flight rules in Federal Air Regulation, Part 91.

**Flight Plan** --Specified oral or written information about the intended flight of an aircraft that is filed with air traffic control.

**Flight Plans Originated** -- The first flight service station which receives a flight plan.

**Flight Service Station** -- Air traffic service facilities within the National Airspace System which provide preflight pilot briefings and en route communications with VFR flights, assist lost IFR/DVFR & VFR aircraft, assist aircraft having emergencies, relay ATC clearances, originate, classify, and disseminate NOTAMS, broadcast aviation weather and NAS information, receive and close flight plans, monitor radio NAVAIDS, notify search & rescue units of missing VFR aircraft and operate the national weather teletypewriter systems. In addition, at selected locations, FSSs take weather observations, issue airport advisories, administer airmen written examinations, and advise Customs & Immigration of transborder flights.

**General Aviation Operations** -- Takeoffs and landings of all civil aircraft, except those classified as air carriers or air taxis.

**IFR Aircraft Handled** -- The number of ARTCC IFR departures multiplied by two, plus the number of IFR overs. This formula assumes that the number of departures is equal to the number of arrivals.

**IFR Departures** -- An IFR flight which originates in an ARTCC's area and enters that center's airspace.

**IFR Overs** -- An IFR flight that originates outside the ARTCC areas and passes through the area without landing.

**Instrument Approache** -- Approach made to an airport by an aircraft with an IFR flight plan when visibility is less than 3 miles or ceiling is at or below the minimum initial approach altitude.

**Instrument Flight**-- Basic flight operation without reference to outside visual cues.

**Instrument Flight Rules (IFR)**-- Rules governing the procedures for conducting instrument flight.

**Instrument Operation** -- Arrivals or departures of an aircraft in accordance with an IFR flight plan or special VFR procedures or an operation where IFR separation between aircraft is provided by a terminal control facility

**International Flight Service Station (IFSS)**-- A central operations facility in the flight advisory system, manned and equipped to control aeronautical point-to-point telecommunications, and air/ground telecommunications with pilots operating over international territory or waters, providing flight plan following, weather information, search and rescue action, and other flight assistance operations.

**Military Operations** -- All classes of military operations at FAA air traffic facilities.

**National Airspace System (NAS)**-- The common network of US airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, and human resources and material.

**Navigational Aids (NAVAIDS)** -- Any visual or electronic device airborne or on the surface which provides point-to-point guidance information or position data to aircraft in flight.

**Notices To Airmen (NOTAMS)**-- A notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard in the NAS) the timely knowledge of which is essential to personnel concerned with flight operations.

**Pilot Briefing** -- A service provided by a FSS, AFSS, IFSS, AIFSS to assist pilots in flight planning. Briefing items may include weather information, NOTAMS, military activities, flow control information, and other items as requested.

**Telephone Information Briefing Service (TIBS)**-- A continuous telephone recording of meteorological and/or aeronautical information.

**Total Automated Flight Services** -- The sum of TFS, plus TIBS Calls Received, plus NOTAMS.

**Total Flight Services (TFS)**-- The sum of flight plans originated and pilots briefs multiplied by two, plus the number of aircraft contacted.

**Visual Flight Rules (VFR)**-- Rules that govern the procedures to conducting flight under visual conditions.

These definitions only apply to this chapter.

TABLE 2.1  
FAA AIR ROUTE FACILITIES AND SERVICES:  
1985-1994

December 31	VOR/ VORTAC	Nondirec- tional Radio Beacons	Air Route Traffic Control Centers	Airport Traffic Control Towers	Flight Service Stations	Inter- national Flight Service Stations	Instrument Landing Systems	Radar Equipment
1985	1,039	1,222	25	500	302	4	968	198
1986	1,043	1,239	25	686	293	3	977	312
1987	1,045	1,262	25	686	253	3	1,111	312
1988	1,043	1,287	24	692	220	3	1,130	311
1989	1,044	1,263	24	693	199	3	1,147	312
1990	1,044	1,309	24	691	180	3	1,114	317
1991	1,044	1,323	24	692	175	3	1,186	318
1992	1,039	1,335	24	690	144	2	1,212	314
1993	1,041	1,344	24	684	165	3	1,231	310
1994	1,041 <sup>2</sup>	1,342 <sup>3</sup>	24 <sup>1</sup>	685 <sup>4</sup>	156 <sup>7</sup>	3	1,245 <sup>6</sup>	303 <sup>5</sup>

1/ Includes 3 CERAPS.

2/ Includes 72 nonfederal and 34 military.

3/ Includes 979 nonfederal and 58 military.

4/ Includes 75 nonfederal and 190 military.

5/ Includes FAA/military/nonfederal.

6/ Includes 223 Partial, 23 LDA, 5 ISMLS, 26 SDF, 197 nonfederal and 19 military.

7/ Includes 58 AFSS.

**FISCAL YEARS**  
**(TABLES 2.2-2.8)**

**TABLE 2.2**  
**AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL CENTERS, BY AVIATION CATEGORY**  
**FISCAL YEARS 1990 - 1994**

	Year	AIRCRAFT HANDLED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
IFR Aircraft Handled 1/	1994	38,876,144	4%	20,018,252	5%	7,685,430	3%	4,630,538	-4%	5,706,947	25%
	1993	37,451,541	2%	18,981,121	3%	6,205,499	6%	7,433,281	1%	4,831,640	-6%
	1992	36,728,538	1%	18,347,269	+ *	5,864,392	5%	7,393,276	+ *	5,123,601	-1%
	1991	36,379,492	-3%	18,276,830	-1%	5,563,610	-1%	7,389,654	-7%	5,149,398	-5%
	1990	37,557,043	3%	18,545,718	6%	5,633,464	9%	7,931,305	-3%	5,446,556	-5%
IFR Departures	1994	14,477,977	4%	6,703,883	6%	2,981,298	4%	3,150,380	+ *	1,642,416	-4%
	1993	13,953,330	2%	6,314,530	2%	2,863,077	5%	3,069,589	+ *	1,706,134	-2%
	1992	13,725,661	1%	6,180,967	- *	2,727,617	4%	3,067,703	- *	1,749,374	1%
	1991	13,632,611	-3%	6,207,359	-2%	2,610,464	-1%	3,074,125	-7%	1,740,663	-5%
	1990	14,123,535	2%	6,348,263	5%	2,649,292	7%	3,299,757	-3%	1,826,223	-5%
IFR Overs 2/	1994	9,920,190	4%	6,610,486	4%	579,328	21%	1,384,670	7%	1,345,706	-5%
	1993	9,544,881	3%	6,352,061	6%	479,345	17%	1,294,103	3%	1,419,372	-13%
	1992	9,277,216	2%	5,985,335	2%	409,158	19%	1,257,870	1%	1,624,853	-3%
	1991	9,114,270	-2%	5,862,112	+ *	342,682	2%	1,241,404	-7%	1,668,072	-7%
	1990	9,309,973	5%	5,849,192	8%	334,880	32%	1,331,791	-2%	1,794,110	-3%

1/ The number of IFR Departures multiplied by two, plus the number of IFR Overs.

2/ Domestic plus oceanic overs.

\* Less than 0.5 percent.

**TABLE 2.3**  
**AIR TRAFFIC ACTIVITY AT AIRPORT TRAFFIC CONTROL TOWERS, BY AVIATION CATEGORY**  
**FISCAL YEARS 1990 - 1994**

	Year	AIRPORT OPERATIONS									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Airport Operations	1994	60,292,277	- *	13,153,781	5%	10,005,213	3%	34,691,111	-2%	2,442,172	-7%
	1993	60,108,153	-2%	12,581,148	1%	9,675,955	4%	35,227,770	-5%	2,623,280	-6%
	1992	61,471,727	- *	12,435,044	-1%	9,307,272	5%	36,945,360	-2%	2,784,051	11%
	1991	61,485,577	-3%	12,504,124	-3%	8,899,633	1%	37,578,303	-4%	2,503,517	-11%
	1990	63,668,880	4%	12,858,718	3%	8,837,671	7%	39,169,795	4%	2,802,696	1%
Itinerant Operations	1994	44,649,897	1%	13,153,781	5%	10,005,213	3%	20,207,559	-1%	1,283,344	-7%
	1993	44,020,957	-1%	12,581,148	1%	9,675,955	4%	20,376,766	-4%	1,387,088	-4%
	1992	44,474,828	1%	12,435,044	-1%	9,307,272	5%	21,280,913	-1%	1,451,599	11%
	1991	44,247,205	-3%	12,504,124	-3%	8,899,633	1%	21,538,486	-4%	1,304,962	-9%
	1990	45,609,732	3%	12,858,718	3%	8,837,671	7%	22,479,781	2%	1,433,562	1%
Local Operations	1994	15,642,380	-3%	—	—	—	—	14,483,552	-2%	1,158,828	-6%
	1993	16,087,196	-5%	—	—	—	—	14,851,004	-5%	1,236,192	-7%
	1992	16,996,899	-1%	—	—	—	—	15,664,447	-2%	1,332,452	11%
	1991	17,238,372	-5%	—	—	—	—	16,039,817	-4%	1,198,555	-12%
	1990	18,059,148	6%	—	—	—	—	16,690,014	6%	1,369,134	- *



TABLE 2.4  
AIR TRAFFIC ACTIVITY AT FAA FACILITIES, BY AVIATION CATEGORY  
FISCAL YEARS 1990 - 1994

	Year	AIRCRAFT HANDLED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Instrument Operations	1994	46,733,058	2%	14,260,548	5%	10,769,220	3%	18,049,094	2%	3,654,196	-6%
	1993	45,699,597	+ *	13,639,757	1%	10,446,851	6%	17,732,198	-2%	3,880,791	-6%
	1992	45,658,593	1%	13,450,145	-1%	9,895,443	5%	18,172,317	+ *	4,140,688	4%
	1991	45,056,976	-4%	13,533,872	-3%	9,452,089	1%	18,101,326	-5%	3,969,689	-10%
	1990	46,866,201	4%	13,999,470	3%	9,382,285	9%	19,084,764	2%	4,399,682	4%
Total Instrument Approaches	1994	2,153,326	-13%	770,542	-8%	590,161	-13%	701,195	-19%	91,428	-14%
	1993	2,487,271	20%	833,848	9%	676,273	22%	870,437	29%	106,713	- *
	1992	2,477,052	-3%	795,356	4%	637,871	- *	936,776	-11%	107,049	18%
	1991	2,068,390	-3%	729,217	4%	524,734	- *	723,747	-11%	90,692	+ *
	1990	2,130,532	21%	703,116	25%	525,242	14%	811,899	20%	90,275	-33%
Total Instrument Approaches at Control Facilities 1/	1994	2,002,533	-13%	760,383	-7%	544,449	-12%	618,898	-20%	78,805	-14%
	1993	2,309,339	2%	821,600	5%	618,221	9%	777,397	-5%	92,121	-1%
	1992	2,265,779	20%	783,014	9%	568,162	21%	821,881	32%	92,722	19%
	1991	1,888,680	-1%	716,160	4%	471,321	3%	623,178	-9%	78,021	5%
	1990	1,904,416	-10%	687,871	-19%	457,859	1%	684,641	- *	74,045	-40%

1/ Excludes instrument approaches provided by Air Route Traffic Control Centers.

\* Less than 0.5 percent.

TABLE 2.5  
AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES  
FISCAL YEARS 1990 - 1994

	Year	Flight Services		Flight Plans Originated		Pilot Briefs		Aircraft Contacted	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Flight Service Stations & Automated Flight Service Stations	1994	35,921,953	-4%	6,178,366	- *	9,465,254	-5%	4,634,713	-6%
	1993	37,269,192	-6%	6,188,771	-4%	9,975,172	-7%	4,941,306	-10%
	1992	39,734,200	-3%	6,436,661	-3%	10,683,101	-3%	5,494,676	-5%
	1991	41,056,343	-8%	6,607,763	-10%	11,031,195	-7%	5,776,427	-9%
	1990	44,583,131	-4%	7,317,145	-6%	11,807,920	-4%	6,333,001	-2%
Flight Service Stations	1994	4,032,316	-27%	544,314	-29%	703,793	-32%	1,536,102	-19%
	1993	5,495,413	-25%	767,566	-25%	1,033,101	-34%	1,894,079	-12%
	1992	7,324,711	-14%	1,023,522	-14%	1,558,845	-18%	2,159,977	-7%
	1991	8,501,245	-38%	1,195,529	-41%	1,899,323	-41%	2,311,541	-27%
	1990	13,765,655	-26%	2,042,210	-28%	3,245,861	-29%	3,179,513	-14%
Automated Flight Service Stations	1994	31,889,637	+ *	5,634,052	4%	8,761,461	-2%	3,098,611	2%
	1993	31,773,779	-2%	5,421,205	+ *	8,942,071	-2%	3,047,227	-9%
	1992	32,409,489	- *	5,413,139	+ *	9,124,256	- *	3,334,699	-4%
	1991	32,555,098	6%	5,412,234	3%	9,131,872	7%	3,466,886	10%
	1990	30,827,476	10%	5,274,935	8%	8,562,059	11%	3,153,488	13%

TABLE 2.6  
TOP 50 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF TOTAL  
OPERATIONS AND BY AVIATION CATEGORY INCLUDING AIR CARRIER RANK  
FISCAL YEAR 1994

Tower	Total		Air Carrier		Air Taxi	General Aviation	Military
	Rank	Operations	Rank	Operations			
Chicago O'Hare Int'l, IL	1	883,480	1	743,688	100,349	36,227	3,216
Dallas Ft. Worth Reg'l, TX	2	831,135	2	611,487	205,509	13,392	747
Atlanta Int'l, GA	3	699,400	3	518,447	154,559	23,445	2,949
Los Angeles Int'l, CA	4	687,627	4	408,823	214,671	47,339	16,794
Miami Int'l, FL	5	550,194	6	317,127	156,824	70,637	5,606
Denver Stapleton Int'l, CO	6	546,305	5	331,777	185,203	27,708	1,617
Santa Ana/Orange County, CA	7	509,220	55	68,567	37,233	402,231	1,189
Phoenix Sky Harbor Int'l, AZ	8	507,698	8	307,586	84,913	104,549	10,650
Van Nuys, CA	9	489,568	NA	0	2,185	486,690	693
Las Vegas McCarran, NV	10	488,347	18	229,497	104,395	137,175	17,280
Detroit Metro Wayne, MI	11	479,738	7	316,855	94,316	66,682	1,885
Boston Logan, MA	12	478,660	16	246,233	202,391	29,416	620
Long Beach, CA	13	474,966	120	10,640	590	462,182	1,554
Charlotte Douglas, NC	14	471,128	13	261,756	138,216	66,896	4,260
Oakland Int'l, CA	15	470,901	31	130,335	57,770	281,952	844
St. Louis Int'l, MO	16	466,639	10	303,091	114,252	41,056	8,240
Minneapolis/St. Paul Int'l, MN	17	454,441	14	258,745	121,763	71,457	2,476
Newark, NJ	18	441,997	9	304,782	116,249	20,544	422
Pittsburgh Greater Int'l, PA	19	435,433	12	277,854	128,344	21,367	7,868
San Francisco, CA	20	430,380	11	287,742	105,492	34,474	2,672
Seattle Boeing, WA	21	420,115	157	5,452	35,564	375,826	3,273
Denver Centennial, CO	22	419,442	18	291	10,398	401,019	8,015
Philadelphia Int'l, PA	23	402,845	19	219,170	132,309	45,965	5,401
Pontiac, MI	24	366,274	168	225	22,155	343,416	421
Honolulu, HI	25	357,116	22	191,176	55,425	88,931	21,584
John F Kennedy Int'l, NY	26	352,494	20	214,469	123,948	13,769	308
Houston Intercontinental, TX	27	352,385	17	243,248	65,208	42,734	1,195
Memphis Int'l, TN	28	345,534	26	177,563	100,128	61,373	6,470
Seattle Tacoma Int'l, WA	29	345,052	21	208,259	128,606	7,938	249
Orlando Int'l, FL	30	344,213	24	188,340	120,283	28,403	7,187
Salt Lake City Int'l, UT	31	343,807	25	179,584	72,998	86,787	4,438
La Guardia, NY	32	335,539	15	250,039	67,227	18,014	259
Cincinnati Greater, KY	33	333,832	28	155,729	162,647	14,047	1,409
Washington National, DC	34	316,790	23	189,213	70,464	54,351	2,762
San Jose Int'l, CA	35	298,220	40	105,314	17,405	174,657	844
Prescott, AZ	36	296,758	211	590	6,954	288,637	577
Tulsa Riverside, OK	37	296,391	NA	0	20	296,027	344
Washington Dulles Int'l, VA	38	296,201	47	88,969	148,050	52,028	7,154
Nashville Metropolitan, TN	39	295,558	38	111,862	117,750	60,948	4,998
Baltimore Washington Int'l, MD	40	286,392	27	156,024	78,384	47,210	4,774
Raleigh Durham, NC	41	283,713	37	112,126	99,390	65,728	6,469
Portland Int'l, OR	42	277,000	43	98,959	114,414	51,492	12,135
Tampa Int'l, FL	43	263,541	30	140,421	75,975	45,537	1,608
Daytona Beach, FL	44	262,689	125	10,068	7,267	244,200	1,154
Cleveland Hopkins Int'l, OH	45	260,485	33	117,908	107,971	31,013	3,593
Ft. Lauderdale Executive, FL	46	257,135	NA	0	6,758	250,158	219
Chicago Midway, IL	47	254,570	35	113,828	66,055	73,031	1,656
Livermore, CA	48	250,292	NA	0	122	249,522	648
Tucson, AZ	49	249,729	70	43,911	18,239	147,148	40,431
San Diego Montgomery, CA	50	243,832	NA	0	8,700	234,757	375

(NA) Not applicable.

NOTE: Total operations rank was based on total air traffic activity at 402 FAA-operated Towers. Air Carrier operations rank was based on air carrier activity at 313 FAA-operated Towers. Not all FAA-operated Towers handle air carrier operations.

TABLE 2.7  
TOP 50 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF AIR  
CARRIER OPERATIONS AND BY AVIATION CATEGORY INCLUDING TOTAL OPERATIONS RANK  
FISCAL YEAR 1994

Tower	Air Carrier		Air Taxi	General Aviation	Military	Total	
	Rank	Operations				Rank	Operations
Chicago O'Hare Int'l, IL	1	743,688	100,349	36,227	3,216	1	883,480
Dallas Ft. Worth Reg'l, TX	2	611,487	205,509	13,392	747	2	831,135
Atlanta Int'l, GA	3	518,447	154,559	23,445	2,949	4	699,400
Los Angeles Int'l, CA	4	408,823	214,671	47,339	16,794	3	687,627
Denver Stapleton Int'l, CO	5	331,777	185,203	27,708	1,617	5	546,305
Miami Int'l, FL	6	317,127	156,824	70,637	5,606	6	550,194
Detroit Metro Wayne, MI	7	316,855	94,316	66,682	1,885	11	479,738
Phoenix Sky Harbor Int'l, AZ	8	307,586	84,913	104,549	10,650	7	507,698
Newark, NJ	9	304,782	116,249	20,544	422	17	441,997
St. Louis Int'l, MO	10	303,091	114,252	41,056	8,240	19	466,639
San Francisco Int'l, CA	11	287,742	105,492	34,474	2,672	14	430,380
Pittsburgh Greater Int'l, PA	12	277,854	128,344	21,367	7,868	20	435,433
Charlotte Douglas, NC	13	261,756	138,216	66,896	4,260	13	471,128
Minneapolis/St. Paul Int'l, MN	14	258,745	121,763	71,457	2,476	30	454,441
La Guardia, NY	15	250,039	67,227	18,014	259	12	335,539
Boston Logan, MA	16	246,233	202,391	29,416	620	9	478,660
Houston Intercontinental, TX	17	243,248	65,208	42,734	1,195	26	352,385
Las Vegas McCarran, NV	18	229,497	104,395	137,175	17,280	22	488,347
Philadelphia Int'l, PA	19	219,170	132,309	45,965	5,401	27	402,845
John F Kennedy, NY	20	214,469	123,948	13,769	308	15	352,494
Seattle-Tacoma, WA	21	208,259	128,606	7,938	249	31	345,052
Honolulu, HI	22	191,176	55,425	88,931	21,584	28	357,116
Washington National, DC	23	189,213	70,464	54,351	2,762	23	316,790
Orlando Int'l, FL	24	188,340	120,283	28,403	7,187	34	344,213
Salt Lake City Int'l, UT	25	179,584	72,998	86,787	4,438	29	343,807
Memphis Int'l, TN	26	177,563	100,128	61,373	6,470	32	345,534
Baltimore Washington Int'l, MD	27	156,024	78,384	47,210	4,774	36	286,392
Cincinnati Greater, KY	28	155,729	162,647	14,047	1,409	77	333,832
San Diego Lindberg, CA	29	140,934	46,841	21,764	5,676	33	215,215
Tampa Int'l, FL	30	140,421	75,975	45,537	1,608	51	263,541
Oakland Int'l, CA	31	130,335	57,770	281,952	844	16	470,901
Kansas City Int'l, MO	32	127,146	52,107	17,597	1,424	43	198,274
Cleveland Hopkins Int'l, OH.	33	117,908	107,971	31,013	3,593	47	260,485
Houston Hobby, TX	34	116,982	6,092	113,464	145	50	236,683
Chicago Midway, IL	35	113,828	66,055	73,031	1,656	102	254,570
Indianapolis, IN	36	113,240	70,588	51,903	2,206	38	237,937
Raleigh Durham, NC	37	112,126	99,390	65,728	6,469	52	283,713
Nashville Metropolitan, TN	38	111,862	117,750	60,948	4,998	66	295,558
Fort Lauderdale, FL	39	106,135	57,167	68,513	1,229	41	233,044
San Jose Int'l, CA	40	105,314	17,405	174,657	844	71	298,220
Louisville Sandiford, KY	41	103,201	31,953	39,526	5,241	163	179,921
New Orleans Moisant, LA	42	101,868	31,553	28,454	5,500	146	167,375
Portland Int'l, OR	43	98,959	114,414	51,492	12,135	35	277,000
Anchorage Int'l, AK	44	97,387	68,456	45,961	3,837	42	215,641
Ontario, CA	45	94,714	33,495	29,906	520	67	158,635
Dallas Love Field, TX	46	93,501	31,901	90,434	1,495	137	217,331
Washington Dulles Int'l, VA	47	88,969	148,050	52,028	7,154	68	296,201
Port Columbus, OH	48	87,888	62,112	71,707	1,926	65	223,633
San Antonio Int'l, TX	49	83,998	38,158	106,566	9,555	85	238,277
Milwaukee Mitchell, WI	50	80,093	64,579	63,514	5,416	93	213,602

Air Carrier operations rank was based on air carrier activity at 313 FAA-Operated Towers.

Not all FAA-Operated Towers handle air carrier operations.

TABLE 2.8  
TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND  
STATE, AND BY FAA-OPERATED TOWERS, AIR ROUTE  
TRAFFIC CONTROL CENTERS, & FLIGHT SERVICE STATIONS  
FISCAL YEAR 1994

FAA Region and State	Airport Operations (Towers)	Aircraft Handled (Centers)	Totl Flight Serivces (FSS)*
<b>TOTAL</b>	<b>38,876,144</b>	<b>56,804,200</b>	<b>36,309,987</b>
<b>Alaskan--Total</b>	<b>533,863</b>	<b>1,080,453</b>	<b>1,871,725</b>
<b>Central--Total</b>	<b>1,865,516</b>	<b>2,291,602</b>	<b>2,491,778</b>
Iowa	---	392,195	472,713
Kansas	1,865,516	436,894	493,797
Missouri	---	1,171,674	1,189,894
Nebraska	---	290,839	335,374
<b>Eastern--Total</b>	<b>4,381,759</b>	<b>4,237,999</b>	<b>4,534,458</b>
Delaware	---	---	---
District of Columbia	2,336,160	2,215,306	830,220
Maryland	---	---	90,972
New Jersey	---	---	612,799
New York	2,045,599	2,022,693	884,148
Pennsylvania	---	---	1,596,411
Virginia	---	---	116,424
West Virginia	---	---	403,484
<b>Great Lakes--Total</b>	<b>9,472,021</b>	<b>9,542,611</b>	<b>5,809,687</b>
Illinois	2,815,599	2,735,434	823,179
Indiana	2,130,924	772,730	704,675
Michigan	---	2,127,133	1,027,160
Minnesota	1,928,659	1,140,918	729,748
North Dakota	---	419,957	341,110
Ohio	2,596,839	1,304,052	1,160,907
South Dakota	---	162,453	363,229
Wisconsin	---	879,934	659,679
<b>New England--Total</b>	<b>1,612,488</b>	<b>2,531,943</b>	<b>1,644,761</b>
Connecticut	---	589,191	890,978
Maine	---	207,210	378,793
Massachusetts	1,612,488	1,348,416	---
New Hampshire	---	155,662	---
Rhode Island	---	123,195	---
Vermont	---	108,269	374,990
<b>Northwest Mountain--Total</b>	<b>4,148,082</b>	<b>5,851,290</b>	<b>3,303,941</b>
Colorado	1,451,575	1,571,410	724,933
Idaho	---	679,728	220,243
Montana	---	301,528	363,896
Oregon	---	946,428	505,970
Utah	1,347,904	439,091	343,315
Washington	1,348,603	1,803,902	885,492
Wyoming	---	109,203	260,092

TABLE 2.8  
TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND  
STATE, AND BY FAA-OPERATED TOWERS, AIR ROUTE  
TRAFFIC CONTROL CENTERS, & FLIGHT SERVICE STATIONS  
FISCAL YEAR 1994

FAA Region and State	Airport Operations (Towers)	Aircraft Handled (Centers)	Totl Flight Serivces (FSS)*
<b>Southern--Total</b>	<b>8,096,086</b>	<b>11,195,798</b>	<b>8,222,676</b>
Alabama	---	554,518	693,208
Florida	3,735,167	5,158,068	3,093,383
Georgia	2,393,799	1,323,254	875,375
Kentucky	---	738,534	443,119
Mississippi	---	313,082	347,058
North Carolina	---	1,235,140	969,026
Puerto Rico	---	280,364	226,926
South Carolina	---	466,730	690,580
Tennessee	1,967,120	953,033	884,001
Virgin Islands	---	173,075	---
<b>Southwest--Total</b>	<b>5,321,904</b>	<b>6,653,211</b>	<b>4,399,797</b>
Arkansas	---	329,858	434,242
Louisiana	---	933,368	463,402
New Mexico	1,402,219	404,763	567,725
Oklahoma	---	811,628	570,182
Texas	3,919,685	4,173,594	2,364,246
<b>Western-Pacific--Total</b>	<b>3,444,425</b>	<b>13,419,293</b>	<b>4,031,164</b>
American Samoa	---	11,208	---
Arizona	---	1,916,571	570,961
California	3,338,020	9,814,270	2,912,197
Guam	106,405	---	---
Hawaii	---	822,167	192,235
Nevada	---	838,244	355,771
Wake Island	---	16,833	---

\* Includes domestic and international Flight Service Stations

**CALENDAR YEARS**

**(TABLES 2.9-2.15)**

TABLE 2.9  
AIR TRAFFIC ACTIVITY AT AIR ROUTE TRAFFIC CONTROL CENTERS, BY AVIATION CATEGORY  
CALENDAR YEARS 1990 - 1994

	Year	AIRCRAFT HANDLED									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
IFR Aircraft Handled 1/	1994	39,363,783	4%	20,406,174	6%	6,767,750	8%	7,750,561	3%	4,439,298	-9%
	1993	37,790,320	2%	19,161,105	3%	6,263,742	6%	7,502,903	1%	4,862,570	-4%
	1992	36,951,044	2%	18,529,347	2%	5,934,623	6%	7,409,110	-*	5,077,964	-*
	1991	36,210,791	-4%	18,091,513	-3%	5,604,346	-1%	7,414,483	-5%	5,100,449	-5%
	1990	37,541,831	-4%	18,739,431	-3%	5,647,553	-1%	7,766,547	-5%	5,388,300	-5%
IFR Departures	1994	14,649,720	4%	6,840,041	7%	3,077,062	7%	3,176,016	3%	1,556,601	-10%
	1993	14,084,216	2%	6,381,506	3%	2,880,241	4%	3,092,975	1%	1,729,494	-1%
	1992	13,802,389	2%	6,219,223	1%	2,757,905	5%	3,072,441	-	1,752,820	2%
	1991	13,559,081	-4%	6,133,980	-4%	2,621,486	-1%	3,085,376	-5%	1,718,239	-6%
	1990	14,108,481	2%	6,396,281	5%	2,658,659	6%	3,232,788	-5%	1,820,753	-4%
IFR Overs 2/	1994	10,064,343	5%	6,726,092	5%	613,626	22%	1,398,529	6%	1,326,096	-6%
	1993	9,621,888	3%	6,398,093	5%	503,260	20%	1,316,953	4%	1,403,582	-11%
	1992	9,346,266	3%	6,090,901	5%	418,813	16%	1,264,228	2%	1,572,324	-6%
	1991	9,092,629	-2%	5,823,553	-2%	361,374	9%	1,243,731	-4%	1,663,971	-5%
	1990	9,324,869	4%	5,946,869	9%	330,235	16%	1,300,971	-4%	1,746,794	-7%

1/ The number of IFR Departures multiplied by two, plus the number of IFR Overs.

2/ Domestic plus oceanic overs

\* Less than 0.5 percent.

TABLE 2.10  
AIR TRAFFIC ACTIVITY AT AIRPORT TRAFFIC CONTROL TOWERS, BY AVIATION CATEGORY  
CALENDAR YEARS 1990 - 1994

	Year	Airport Operations									
		Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Airport Operations	1994	60,057,860	+ *	13,361,533	5%	9,984,758	2%	34,322,524	-2%	2,389,045	-7%
	1993	60,270,485	-2%	12,703,854	2%	9,793,064	4%	35,196,646	-4%	2,576,921	-7%
	1992	61,342,974	1%	12,475,379	1%	9,401,703	6%	36,681,189	-1%	2,784,703	11%
	1991	60,844,288	-5%	12,336,595	-5%	8,911,100	-1%	37,084,478	-6%	2,512,115	-9%
	1990	63,962,781	1%	12,948,295	4%	8,968,697	7%	39,297,710	-1%	2,748,079	-5%
Itinerant Operations	1994	44,566,694	-*	13,361,533	5%	9,984,758	2%	19,968,631	-2%	1,251,772	-8%
	1993	44,257,862	-*	12,703,854	2%	9,793,064	4%	20,396,040	-3%	1,364,904	-6%
	1992	44,455,692	1%	12,475,379	1%	9,401,703	6%	21,128,552	-1%	1,450,058	10%
	1991	43,833,165	-4%	12,336,595	-5%	8,911,100	-1%	21,267,456	-6%	1,318,014	-7%
	1990	45,842,637	4%	12,948,295	4%	8,968,697	7%	22,508,515	2%	1,417,130	+ *
Local Operations	1994	15,491,166	-3%	—	—	—	—	14,353,893	-3%	1,137,273	-6%
	1993	16,012,623	-5%	—	—	—	—	14,800,806	-5%	1,212,017	-9%
	1992	16,887,282	-1%	—	—	—	—	15,552,637	-2%	1,334,645	12%
	1991	17,011,123	-6%	—	—	—	—	15,817,022	-6%	1,194,101	-10%
	1990	18,120,144	6%	—	—	—	—	16,789,195	7%	1,330,949	-2%

\* Less than 0.5 percent.

TABLE 2.11  
AIR TRAFFIC ACTIVITY AT FAA FACILITIES, BY AVIATION CATEGORY  
CALENDAR YEARS 1990 - 1994

	Year	Total		Air Carrier		Air Taxi		General Aviation		Military	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Total Instrument Operations	1994	46,857,273	2%	14,460,934	5%	10,759,332	2%	18,064,823	1%	3,572,184	-7%
	1993	46,004,610	1%	13,777,633	2%	10,563,002	5%	17,837,304	-1%	3,826,671	-7%
	1992	45,707,585	2%	13,508,463	1%	10,033,792	6%	18,051,699	+	4,113,631	3%
	1991	44,822,166	-4%	13,332,196	-5%	9,484,368	+	18,025,688	-5%	3,979,914	-7%
	1990	46,935,150	4%	14,103,619	4%	9,538,773	11%	18,995,944	2%	4,296,814	-1%
Total Instrument Approaches	1994	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	1993	2,304,055	-12%	777,842	-10%	631,502	-8%	797,932	-17%	96,779	-14%
	1992	2,625,178	18%	884,772	15%	682,986	22%	964,275	19%	113,145	17%
	1991	2,216,704	7%	753,124	7%	558,540	8%	807,926	6%	97,114	11%
	1990	2,074,931	-12%	703,607	-19%	520,655	-2%	762,782	-7%	87,887	-34%
Total Instrument Approaches at Control Facilities 1/	1994	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	1993	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	1992	2,422,484	20%	851,880	15%	615,663	23%	856,394	23%	98,547	17%
	1991	2,021,138	9%	740,355	8%	499,869	9%	696,581	8%	84,333	16%
	1990	1,863,106	-14%	688,772	-20%	458,004	-3%	643,345	-11%	72,985	-37%

1/ Excludes instrument approaches provided by Air Route Traffic Control Centers.

• Less than 0.5 percent.

NA No longer available.

TABLE 2.12  
AIR TRAFFIC ACTIVITY AT FLIGHT SERVICE FACILITIES  
CALENDAR YEARS 1990 - 1994

	Year	Flight Services 1		Flight Plans Originated		Pilot Briefs		Aircraft Contacted	
		Total	Annual Change	Total	Annual Change	Total	Annual Change	Total	Annual Change
Flight Service Stations & Automated Flight Service Stations	1994	35,841,462	-3%	6,202,098	0%	9,433,134	-4%	4,570,998	-6%
	1993	36,799,959	-7%	6,171,636	-4%	9,798,668	-8%	4,858,951	-10%
	1992	39,430,634	-3%	6,400,202	-2%	10,604,514	-3%	5,421,202	-4%
	1991	40,891,408	-7%	6,542,483	-8%	10,985,209	-5%	5,676,024	-9%
	1990	43,696,478	-5%	7,125,915	-7%	11,602,109	-5%	6,240,430	-3%
Flight Service Stations	1994	3,798,044	-23%	508,018	-26%	653,585	-27%	1,474,838	-18%
	1993	4,957,652	-30%	686,248	-30%	896,499	-40%	1,792,158	-15%
	1992	7,073,294	-12%	980,500	-13%	1,497,238	-16%	2,117,818	-6%
	1991	8,076,751	-38%	1,128,013	-41%	1,787,447	-41%	2,245,831	-27%
	1990	12,974,279	-26%	1,902,848	-29%	3,051,713	-30%	3,065,157	-14%
Automated Flight Service Stations	1994	32,043,418	1%	5,694,080	4%	8,779,549	-1%	3,096,160	1%
	1993	31,842,307	-2%	5,485,388	1%	8,902,369	-2%	3,086,793	-7%
	1992	32,357,340	-*	5,419,702	+	9,107,276	-*	3,303,384	-4%
	1991	32,614,657	6%	5,414,470	4%	9,177,762	7%	3,430,193	8%
	1990	30,722,199	7%	5,223,067	5%	8,550,396	8%	3,175,273	11%

1/ The sum of flight plans originated and pilot briefs, multiplied by two, plus the number of aircraft contacted.

• Less than 0.5 percent.



TABLE 2.13  
TOP 50 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF  
TOTAL OPERATIONS AND BY AVIATION CATEGORY INCLUDING AIR CARRIER RANK  
CALENDAR YEAR 1994

Tower	Total		Air Carrier		Air Taxi	General Aviation	Military
	Rank	Operations	Rank	Operations			
Chicago O'Hare Int'l, IL	1	882,112	1	748,918	95,429	34,728	3,037
Dallas Ft. Worth Regional, TX	2	841,393	2	617,364	209,187	13,965	877
Atlanta Int'l, GA	3	709,221	3	528,544	153,841	23,484	3,352
Los Angeles Int'l, CA	4	689,888	4	418,166	214,473	43,036	14,213
Miami Int'l, FL	5	557,680	7	319,501	160,869	70,908	6,402
Denver Stapleton Int'l, CO	6	531,931	5	322,498	178,383	29,482	1,568
Santa Ana/Orange County, CA	7	523,152	38	70,155	32,717	419,193	1,087
Phoenix Sky Harbor Int'l, AZ	8	497,119	9	313,179	78,239	96,785	8,916
Las Vegas McCarran Int'l, NV	9	495,940	18	238,518	107,374	133,960	16,088
Long Beach, CA	10	488,313	40	9,648	610	476,457	1,598
Detroit Metro Wayne, MI	11	485,306	6	322,007	94,473	67,033	1,793
Van Nuys, CA	12	481,312	N/A	0	2,211	478,438	663
Charlotte Douglas, NC	13	480,202	13	271,277	139,171	65,563	4,191
St. Louis Int'l, MO	14	478,568	8	316,752	115,797	38,577	7,442
Oakland Int'l, CA	15	472,877	30	136,850	56,072	279,095	860
Boston Logan, MA	16	468,921	17	247,249	191,097	29,924	651
Minneapolis St. Paul Int'l, MN	17	459,405	14	261,426	122,749	72,769	2,461
Pittsburgh Greater Int'l, PA	18	442,376	12	282,180	131,244	21,109	7,843
Newark, NJ	19	439,526	10	309,759	108,954	20,425	388
San Francisco Int'l, CA	20	433,072	11	288,555	106,191	35,707	2,619
Seattle Boeing, WA	21	422,804	42	5,949	36,329	377,450	3,076
Denver Centennial, CO	22	422,463	45	10	11,333	403,820	7,300
Philadelphia Int'l, PA	23	402,994	19	219,595	132,331	45,576	5,492
Pontiac, MI	24	383,348	44	301	23,036	359,639	372
Honolulu, HI	25	359,569	23	193,615	56,067	87,986	21,901
Houston Intercontinental, TX	26	358,212	16	249,819	70,914	36,580	899
Seattle Tacoma Int'l, WA	27	353,050	21	212,016	132,158	8,505	371
John F. Kennedy Int'l, NY	28	350,738	20	217,314	119,182	13,942	300
Memphis Int'l, TN	29	349,373	25	180,598	100,041	62,257	6,477
Orlando Int'l, FL	30	348,318	22	194,101	116,472	29,896	7,849
Salt Lake City Int'l, UT	31	342,621	26	179,277	75,160	83,877	4,307
Cincinnati Greater, KY	32	339,839	28	155,312	168,120	14,814	1,593
La Guardia, NY	33	337,787	15	251,463	67,753	18,272	299
Prescott, AZ	34	320,410	43	590	6,446	312,781	593
Washington National, DC	35	315,913	24	190,218	70,457	52,292	2,946
Washington Dulles Int'l, VA	36	297,233	37	87,088	151,826	51,043	7,276
Baltimore Washington Int'l, MD	37	295,960	27	162,528	80,685	47,980	4,767
San Jose Int'l, CA	38	295,894	34	107,387	20,498	167,158	851
Nashville Metropolitan, TN	39	294,617	33	109,825	118,967	61,129	4,696
Portland Int'l, OR	40	283,924	36	102,202	119,333	50,085	12,304
Tulsa Riverside, OK	41	280,528	N/A	0	32	280,433	63
Raleigh Durham, NC	42	276,564	35	107,041	100,029	63,584	5,910
Chicago Midway, IL	43	271,143	31	126,663	69,459	73,520	1,501
Cleveland Hopkins Int'l, OH	44	268,145	32	125,853	107,689	30,928	3,675
Tampa Int'l, FL	45	265,687	29	139,482	79,987	44,687	1,531
Fort Lauderdale Executive, FL	46	256,614	N/A	0	6,780	249,555	299
Tucson, AZ	47	251,574	39	46,557	18,901	146,849	39,267
Daytona Beach, FL	48	248,851	41	9,449	6,890	231,661	851
LaVerne Brackett, CA	49	248,264	N/A	0	232	247,867	165
Livermore Municipal, CA	50	243,882	N/A	0	126	243,108	648

NOTE: Total Operations rank was based on total air traffic activity at 400 FAA-Operated Towers.

Air Carrier operations rank was based on air carrier activity at 298 FAA-Operated Towers.

Not all FAA-Operated Towers handle air carrier operations.

TABLE 2.14  
TOP 50 FAA-OPERATED AIRPORT TRAFFIC CONTROL TOWERS, BY RANK ORDER OF AIR  
CARRIER OPERATIONS AND BY AVIATION CATEGORY INCLUDING TOTAL OPERATIONS RANK  
CALENDAR YEAR 1994

Tower	Air Carrier		Air Taxi	General Aviation	Military	Total	
	Rank	Operations				Rank	Operations
Chicago O'Hare Int'l, IL	1	748,918	95,429	34,728	3,037	1	882,112
Dallas Ft. Worth Int'l., TX	2	617,364	209,187	13,965	877	2	841,393
Atlanta International, GA	3	528,544	153,841	23,484	3,352	3	709,221
Los Angeles Int'l, CA	4	418,166	214,473	43,036	14,213	4	689,888
Denver Stapleton Int'l, CO	5	322,498	178,383	29,482	1,568	6	531,931
Detroit Metro Wayne, MI	6	322,007	94,473	67,033	1,793	11	485,306
Miami International, FL	7	319,501	160,869	70,908	6,402	5	557,680
St. Louis Int'l, MO	8	316,752	115,797	38,577	7,442	14	478,568
Phoenix Sky Harbor Int'l, AZ	9	313,179	78,239	96,785	8,916	8	497,119
Newark, NJ	10	309,759	108,954	20,425	388	19	439,526
San Francisco Int'l, CA	11	288,555	106,191	35,707	2,619	20	433,072
Pittsburgh Greater Int'l, PA	12	282,180	131,244	21,109	7,843	18	442,376
Charlotte Douglas, NC	13	271,277	139,171	65,563	4,191	13	480,202
Minneapolis St. Paul Int'l, MN	14	261,426	122,749	72,769	2,461	17	459,405
La Guardia, NY	15	251,483	67,753	18,272	299	33	337,787
Houston Intercontinental, TX	16	249,819	70,914	36,580	899	26	358,212
Boston Logan, MA	17	247,249	191,097	29,924	651	16	468,921
Las Vegas McCarran Int'l, NV	18	238,518	107,374	133,960	16,088	9	495,940
Philadelphia Int'l, PA	19	219,595	132,331	45,576	5,492	23	402,994
John F. Kennedy Int'l, NY	20	217,314	119,182	13,942	300	28	350,738
Seattle Tacoma Int'l, WA	21	212,016	132,158	8,505	371	27	353,050
Orlando Int'l, FL	22	194,101	116,472	29,896	7,849	30	348,318
Honolulu, HI	23	193,615	58,067	87,986	21,901	25	359,569
Washington National, DC	24	190,218	70,457	52,292	2,946	35	315,913
Memphis Int'l, TN	25	180,598	100,041	62,257	6,477	29	349,373
Salt Lake City Int'l, UT	26	179,277	75,160	83,877	4,307	31	342,621
Baltimore Washington Int'l, MD	27	162,528	80,685	47,980	4,767	37	295,960
Cincinnati Greater, KY	28	155,312	168,120	14,814	1,593	32	339,839
San Diego Lindberg, CA	29	141,968	51,695	21,536	5,845	64	221,044
Tampa Int'l, FL	30	139,482	79,987	44,687	1,531	45	265,687
Oakland Int'l, CA	31	136,850	56,072	279,095	860	15	472,877
Kansas City Int'l, MO	32	129,271	54,989	17,490	1,320	82	203,070
Chicago Midway, IL	33	126,663	69,459	73,520	1,501	43	271,143
Cleveland Hopkins Int'l, OH	34	125,853	107,679	30,928	3,675	44	268,135
Houston Hobby, TX	35	117,096	6,723	115,477	141	54	239,437
Indianapolis Int'l, IN	36	113,886	73,671	51,789	2,001	53	241,347
Nashville Metropolitan, TN	37	109,825	118,967	61,129	4,696	39	294,617
Fort Lauderdale, FL	38	107,916	56,824	67,979	1,281	56	234,000
San Jose Int'l, CA	39	107,387	20,498	167,158	851	38	295,894
Raleigh Durham, NC	40	107,041	100,029	63,584	5,910	42	276,564
New Orleans Moisant, LA	41	106,320	35,991	28,265	4,917	115	175,493
Louisville Standiford, KY	42	105,713	34,688	39,119	5,133	106	184,653
Portland Int'l, OR	43	102,202	119,333	50,085	12,304	40	283,924
Anchorage Int'l, AK	44	97,973	70,455	44,788	3,935	68	217,151
Ontario, CA	45	95,572	34,457	29,399	467	128	159,895
Dallas Love Field, TX	46	94,408	31,887	87,331	1,431	70	215,057
Port Columbus, OH	47	87,491	65,109	70,063	1,807	61	224,470
Washington Dulles Int'l, VA	48	87,088	151,826	51,043	7,276	36	297,233
San Antonio Int'l, TX	49	84,785	38,825	107,622	10,211	52	241,443
Milwaukee Mitchell, WI	50	83,336	64,869	62,336	5,348	69	215,889

NOTE: Total Operations rank was based on total air traffic activity at 400 FAA-Operated Towers.

Air Carrier operations rank was based on air carrier activity at 298 FAA-Operated Towers.

Not all FAA-Operated Towers handle air carrier operations.

TABLE 2.15  
TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA-OPERATED  
TOWERS, AIR ROUTE TRAFFIC CONTROL CENTERS, FLIGHT SERVICE STATIONS AND  
INTERNATIONAL FLIGHT SERVICE STATIONS  
CALENDAR YEAR 1994

FAA Region and State	Airport Operations (Towers)	Aircraft Handled (Centers)	Total Flight Services (FSS)*
<b>TOTAL</b>	<b>60,057,860</b>	<b>39,363,783</b>	<b>35,841,462</b>
Alaskan - Total	1,067,487	540,630	1,856,668
Central - Total	2,321,331	1,892,929	2,518,263
Iowa	392,394	--	475,706
Kansas	413,242	1,892,929	485,077
Missouri	1,216,841	--	1,219,663
Nebraska	298,854	--	337,817
Eastern - Total	8,080,149	4,414,677	4,061,579
Delaware	154,186	--	--
District of Columbia	315,913	2,360,549	808,595
Maryland	476,740	--	83,228
New Jersey	1,351,464	--	547,105
New York	2,405,749	2,054,128	740,740
Pennsylvania	1,888,189	--	1,386,843
Virginia	1,146,219	--	57,165
West Virginia	341,689	--	437,903
Great Lakes - Total	9,556,679	9,641,063	5,855,162
Illinois	2,712,195	2,881,721	813,538
Indiana	771,953	2,172,508	703,322
Michigan	2,138,009	--	1,041,502
Minnesota	1,164,197	1,943,081	725,008
North Dakota	417,243	--	324,997
Ohio	1,300,499	2,643,755	1,222,168
South Dakota	165,718	--	362,596
Wisconsin	886,865	--	662,031
New England - Total	2,468,369	1,622,101	1,626,850
Connecticut	547,619	--	876,456
Maine	203,719	--	373,588
Massachusetts	1,341,583	1,622,101	--
New Hampshire	144,573	--	--
Rhode Island	121,989	--	--
Vermont	108,886	--	376,806
Northwest Mountain Total	5,476,106	4,154,099	3,268,582
Colorado	1,541,483	1,448,263	724,332
Idaho	350,109	--	221,006
Montana	295,683	--	362,524
Oregon	936,437	--	500,456
Utah	432,651	1,339,785	343,120
Washington	1,811,777	1,366,051	858,537
Wyoming	107,966	--	258,607
Southern - Total	11,115,771	8,205,541	8,212,765
Alabama	537,098	--	687,076
Florida	5,129,689	3,784,247	3,120,037
Georgia	1,325,266	2,427,882	853,988
Kentucky	751,151	--	435,278
Mississippi	304,627	--	333,602
North Carolina	1,243,314	--	942,298
Puerto Rico	249,386	--	219,400
South Carolina	450,484	--	718,696
Tennessee	961,596	1,993,412	902,390
Virgin Islands	163,160	--	--

TABLE 2.15  
TOTAL FAA AIR TRAFFIC ACTIVITY BY REGION AND STATE, AND BY FAA-OPERATED  
TOWERS, AIR ROUTE TRAFFIC CONTROL CENTERS, FLIGHT SERVICE STATIONS AND  
INTERNATIONAL FLIGHT SERVICE STATIONS  
CALENDAR YEAR 1994

FAA Region and State	Airport Operations (Towers)	Aircraft Handled (Centers)	Total Flight Services (FSS)*
<b>Southwest - Total</b>	<b>6,610,900</b>	<b>5,389,534</b>	<b>4,446,544</b>
Arkansas	319,647	--	451,456
Louisiana	927,564	--	464,588
New Mexico	405,865	1,421,328	564,311
Oklahoma	791,476	--	574,320
Texas	4,166,348	3,968,206	2,391,869
<b>Western-Pacific -Total</b>	<b>13,361,068</b>	<b>3,503,209</b>	<b>3,995,049</b>
American Samoa	12,078	--	--
Arizona	1,915,800	--	571,497
California	9,758,004	3,387,514	2,884,515
Guam	--	115,695	--
Hawaii	812,022	--	193,764
Nevada	846,176	--	345,273
Wake Island	16,988	--	--

\* Includes domestic and international Flight Service Stations

### III. AIRPORTS

Information about U. S. civil and joint-use facilities (airports, heliports, stolports and seaplane bases) was furnished by the FAA Office of Airport Safety and Standards. This information was obtained through physical inspections and mail solicitations, and reported on the Airport Master Record (Form FAA 5010-1) and FAA Landing Facilities Information Request on Airports, Heliports, Stolports and Seaplane Bases (Forms FAA 5010-2 and 5010-5).

#### DEFINITIONS

**Airport of Entry** --An airport at which an aircraft entering the US may land without prior permission from the Bureau of US Customs.

**Commercial Service Airport** -- A public airport which is determined to enplane annually 2,500 or more passengers and receive scheduled passenger service.

**General Aviation Airport** -- An airport which is used or to be used for public purposes, under the control of a public agency, the landing area of which is publicly owned.

**Heliport** --An area of land, water, or any structure used or intended to be used for the landing and takeoff of helicopters.

**Integrated Airport System Planning** --See System Planning.

**Primary Airport** --A commercial service airport which is determined to have 0.01 percent or more of the total number of passengers enplaned annually at all commercial service airports.

**Private-Use Airport** -- An airport which is not open for the use of the general public.

**Privately Owned Airport** --An airport which is owned by a private individual or corporation.

**Project** -- Projects (or separate projects submitted together) for the accomplishment of airport development or airport planning, including the combined submission of all projects which are to be undertaken at an airport in a fiscal year.

**Public Airport** -- See General Aviation Airport.

**Public Owned Airport** -- An airport which is publicly owned and under control of a public agency.

**Public-Use Airport** -- An airport open to public use without prior permission, and without restrictions within the physical capabilities of the facility. It may or may not be publicly owned.

**Reliever Airport** -- An airport designated as having the function of relieving congestion at a commercial service airport and providing more general aviation access to the overall community.

**Sponsor** -- Any private owner of a public-use airport or any public agency (either individually or jointly with other public agencies) that submits an application for financial assistance to the Secretary of Transportation.

**Stolport** -- An airport specifically designed for STOL (Short Takeoff and Landing) aircraft, separate from conventional airport facilities.

**System Planning** --The initial, as well as continuing, development for planning purposes of information and guidance to determine the extent, type, nature, location, and timing of airport develop needed in a specific area to establish a viable, balanced and integrated system of public use airports.

**These definitions only apply to this chapter.**

Table 3.1  
U. S. Civil and Joint Use Airports Heliports, Stolports,  
and Seaplane Bases On record  
1985- 1994

Year	All Facilities 1/			Airports Only			Airports of Entry 2
	Total	With Runway Lights	With Paved Runways	Total	With Runway Lights	With Paved Runways	
1985	16,318	4,941	6,721	12,744	4,582	4,486	57
1986	16,582	4,954	6,948	12,785	4,601	4,499	76
1987	17,015	4,922	7,232	12,907	4,610	4,526	80
1988	17,327	4,890	7,429	12,950	4,630	4,554	80
1989	17,446	4,881	7,612	12,946	4,657	4,600	84
1990	17,490	4,822	7,694	12,920	4,652	4,611	81
1991	17,581	4,811	7,822	12,904	4,665	4,634	81
1992	17,846	4,831	7,936	13,016	4,695	4,654	81
1993	18,317	4,842	8,186	13,228	4,712	4,690	73
1994	18,343	4,830	8,230	13,202	4,706	4,682	73

1/ All facilities include airports, heliports, stolports and seaplane bases.

2/ Excludes landing rights airports.

**Table 3.2**  
**U. S. Civil and Joint Use Airports, Heliports, Stolports and Seaplane Bases,**  
**and Reported Abandonments on Record, by FAA region and State**  
**December 31, 1994**

FAA Region and State	Total Facilities	Airports	Heliports	Stolports	Seaplane Bases	Reported Abandon- ments During Year
<b>Total</b>	<b>18,343</b>	<b>13,202</b>	<b>4,617</b>	<b>81</b>	<b>443</b>	<b>360</b>
<b>U.S. Total 1</b>	<b>18,267</b>	<b>13,156</b>	<b>4,591</b>	<b>81</b>	<b>439</b>	<b>359</b>
<b>Alaskan</b>	<b>545</b>	<b>424</b>	<b>19</b>	<b>0</b>	<b>102</b>	<b>18</b>
<b>Central--total</b>	<b>1,481</b>	<b>1,230</b>	<b>242</b>	<b>3</b>	<b>6</b>	<b>25</b>
Iowa	298	223	74	1	0	8
Kansas	387	357	29	1	0	3
Missouri	494	377	111	1	5	9
Nebraska	302	273	28	0	1	5
<b>Eastern--total</b>	<b>2,410</b>	<b>1,468</b>	<b>873</b>	<b>8</b>	<b>61</b>	<b>20</b>
Delaware	36	23	12	0	1	1
District	17	2	15	0	0	0
Maryland	203	146	53	1	3	0
New Jersey	352	114	227	0	11	1
New York	540	375	141	0	24	4
Pennsylvania	783	482	290	3	8	11
Virginia	372	259	106	3	4	3
West Virginia	107	67	29	1	10	0
<b>Great Lakes--total</b>	<b>4,274</b>	<b>3,413</b>	<b>747</b>	<b>11</b>	<b>103</b>	<b>88</b>
Illinois	900	659	232	2	7	25
Indiana	600	489	104	2	5	12
Michigan	470	383	80	2	5	7
Minnesota	478	370	37	1	70	15
No. Dakota	438	424	13	0	1	12
Ohio	741	537	200	4	0	9
So. Dakota	157	143	13	0	1	6
Wisconsin	490	408	68	0	14	2
<b>New England--total</b>	<b>712</b>	<b>352</b>	<b>290</b>	<b>4</b>	<b>66</b>	<b>4</b>
Connecticut	138	55	76	1	6	0
Maine	152	103	15	0	34	3
Massachusetts	229	84	126	1	18	1
New Hampshire	94	47	41	1	5	0
Rhode Island	26	10	15	0	1	0
Vermont	73	53	17	1	2	0
<b>Northwest Mountain--total</b>	<b>1,904</b>	<b>1,414</b>	<b>455</b>	<b>11</b>	<b>24</b>	<b>30</b>
Colorado	396	228	164	4	0	13
Idaho	220	183	31	1	5	3
Montana	237	212	21	2	2	1
Oregon	397	307	86	2	2	7
Utah	124	88	36	0	0	3
Washington	427	310	100	2	15	2
Wyoming	103	86	17	0	0	1
<b>Southern--total</b>	<b>2,637</b>	<b>1,868</b>	<b>693</b>	<b>30</b>	<b>46</b>	<b>54</b>
Alabama	236	172	61	0	3	4
Florida	783	480	256	12	35	13
Georgia	405	300	101	4	0	8
Kentucky	182	132	48	1	1	5
Mississippi	221	174	47	0	0	4
No. Carolina	355	293	57	4	1	5
Puerto Rico	31	15	15	0	1	1
So. Carolina	164	140	24	0	0	5
Tennessee	251	160	80	9	2	9
Virgin Islands	9	2	4	0	3	0
<b>Southwest--total</b>	<b>2,945</b>	<b>2,133</b>	<b>780</b>	<b>9</b>	<b>23</b>	<b>101</b>
Arkansas	254	181	73	0	0	2
Louisiana	433	207	205	0	21	10
New Mexico	171	149	21	0	1	3
Oklahoma	416	325	89	1	1	10
Texas	1,671	1,271	392	8	0	76
<b>Western-Pacific--total</b>	<b>1,435</b>	<b>900</b>	<b>518</b>	<b>5</b>	<b>12</b>	<b>20</b>
Arizona	278	187	90	1	0	10
California	946	552	379	3	12	10
Hawaii	48	32	16	0	0	0
Nevada	127	100	26	1	0	0
South Pacific 2	36	29	7	0	0	0

1 Excludes Puerto, Virgin Islands, and South Pacific

2 American Samoa, Guam, and Trust Territories.

**Table 3.3**  
**U. S. Civil and Joint Use Airports, Heliports, Stolports and Seaplane Bases,**  
**on Record, by Type of Ownership**  
**December 31, 1994**

FAA Region and State	Total Facilities	By Ownership		Paved		Unpaved Facilities	
		Public	Private	Lighted	Not Lighted	Lighted	Not Lighted
<b>Total</b>	<b>18,343</b>	<b>5,137</b>	<b>13,206</b>	<b>3,967</b>	<b>4,263</b>	<b>863</b>	<b>9,250</b>
<b>U.S. Total 1</b>	<b>18,267</b>	<b>5,087</b>	<b>13,180</b>	<b>3,944</b>	<b>4,237</b>	<b>863</b>	<b>9,223</b>
<b>Alaskan</b>	<b>545</b>	<b>383</b>	<b>162</b>	<b>46</b>	<b>18</b>	<b>109</b>	<b>372</b>
<b>Central--total</b>	<b>1,481</b>	<b>495</b>	<b>986</b>	<b>403</b>	<b>247</b>	<b>98</b>	<b>733</b>
Iowa	298	135	163	101	70	39	88
Kansas	387	131	256	105	32	26	224
Missouri	494	136	358	119	109	21	245
Nebraska	302	93	209	78	36	12	176
<b>Eastern--total</b>	<b>2,410</b>	<b>348</b>	<b>2,062</b>	<b>394</b>	<b>637</b>	<b>105</b>	<b>1,274</b>
Delaware	36	4	32	7	6	5	18
District	17	8	9	4	12	0	1
Maryland	203	20	183	37	42	11	113
New Jersey	352	46	306	38	117	11	186
New York	540	91	449	94	125	37	284
Pennsylvania	783	73	710	108	217	30	428
Virginia	372	75	297	75	85	10	202
West Virginia	107	31	76	31	33	1	42
<b>Great Lakes--total</b>	<b>4,274</b>	<b>907</b>	<b>3,367</b>	<b>814</b>	<b>605</b>	<b>285</b>	<b>2,570</b>
Illinois	900	120	780	110	176	51	563
Indiana	600	88	512	89	81	30	400
Michigan	470	135	335	131	64	51	224
Minnesota	478	151	327	109	36	31	302
No. Dakota	438	98	340	70	18	27	323
Ohio	741	133	608	144	146	43	408
So. Dakota	157	77	80	53	14	21	69
Wisconsin	490	105	385	108	70	31	281
<b>New England--total</b>	<b>712</b>	<b>145</b>	<b>567</b>	<b>127</b>	<b>223</b>	<b>12</b>	<b>350</b>
Connecticut	138	16	122	24	63	3	48
Maine	152	47	105	30	22	3	97
Massachusetts	229	36	193	40	85	3	101
New Hampshire	94	17	77	16	34	2	42
Rhode Island	26	9	17	7	12	0	7
Vermont	73	20	53	10	7	1	55
<b>Northwest Mountain--total</b>	<b>1,904</b>	<b>682</b>	<b>1,222</b>	<b>440</b>	<b>432</b>	<b>72</b>	<b>960</b>
Colorado	396	94	302	71	110	14	201
Idaho	220	131	89	44	35	3	138
Montana	237	123	114	73	29	14	121
Oregon	397	102	295	64	97	13	223
Utah	124	58	66	44	39	1	40
Washington	427	125	302	110	103	24	190
Wyoming	103	49	54	34	19	3	47
<b>Southern--total</b>	<b>2,637</b>	<b>844</b>	<b>1,793</b>	<b>685</b>	<b>654</b>	<b>91</b>	<b>1,207</b>
Alabama	236	103	133	89	63	10	74
Florida	783	164	619	119	219	26	419
Georgia	405	138	267	105	92	11	197
Kentucky	182	74	108	55	57	3	67
Mississippi	221	91	130	73	53	8	87
No. Carolina	355	94	261	94	61	20	180
Puerto Rico	31	17	14	10	17	0	4
So. Carolina	164	69	95	57	23	8	76
Tennessee	251	88	163	81	68	5	97
Virgin Islands	9	6	3	2	1	0	6
<b>Southwest--total</b>	<b>2,945</b>	<b>819</b>	<b>2,126</b>	<b>697</b>	<b>848</b>	<b>74</b>	<b>1,326</b>
Arkansas	254	114	140	87	84	5	78
Louisiana	433	110	323	76	174	2	181
New Mexico	171	75	96	45	37	3	86
Oklahoma	416	162	254	117	100	16	183
Texas	1,671	358	1,313	372	453	48	798
<b>Western-Pacific--total</b>	<b>1,435</b>	<b>514</b>	<b>921</b>	<b>361</b>	<b>599</b>	<b>17</b>	<b>458</b>
Arizona	278	88	190	69	90	4	115
California	946	317	629	237	443	10	256
Hawaii	48	18	30	13	27	1	7
Nevada	127	64	63	31	31	2	63
South Pacific 2	36	27	9	11	8	0	17

1 Excludes Puerto, Virgin Islands, and South Pacific

2 American Samoa, Guam, and Trust Territories.



Table 3.4  
U. S. Civil and Joint Use Airports, Heliports, Stolports and Seaplane Bases,  
on Record, by Length of Longest Runway, by FAA Region and State  
December 31, 1994

FAA Region and State	Total	Under 3,000	3,000 - 4,000	4,000- 5,000	5,000- 6,000	6,000- 7,000	7,000- 8,000	8,000- 9,000	9,000- 10,000	Over 10,000
<b>Total</b>	<b>18,343</b>	<b>12,474</b>	<b>2,622</b>	<b>1,313</b>	<b>928</b>	<b>369</b>	<b>198</b>	<b>117</b>	<b>68</b>	<b>254</b>
<b>U.S. Total 1</b>	<b>18,267</b>	<b>12,432</b>	<b>2,616</b>	<b>1,309</b>	<b>924</b>	<b>361</b>	<b>192</b>	<b>116</b>	<b>66</b>	<b>251</b>
<b>Alaskan</b>	<b>545</b>	<b>283</b>	<b>76</b>	<b>51</b>	<b>48</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>45</b>
<b>Central--total</b>	<b>1,481</b>	<b>1,040</b>	<b>235</b>	<b>110</b>	<b>41</b>	<b>20</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>12</b>
Iowa	298	205	34	39	10	6	0	3	1	0
Kansas	387	268	66	25	14	4	7	0	0	3
Missouri	494	368	77	21	9	6	4	1	1	7
Nebraska	302	199	58	25	8	4	2	3	1	2
<b>Eastern--total</b>	<b>2,410</b>	<b>1,964</b>	<b>195</b>	<b>90</b>	<b>74</b>	<b>27</b>	<b>19</b>	<b>7</b>	<b>10</b>	<b>24</b>
Delaware	36	26	5	2	2	0	1	0	0	0
District	17	15	0	0	0	1	0	0	0	1
Maryland	203	164	24	5	7	1	0	1	0	1
New Jersey	352	309	20	6	9	2	2	1	1	2
New York	540	411	51	22	17	8	7	2	4	18
Pennsylvania	783	684	43	25	12	6	7	1	3	2
Virginia	372	289	37	23	14	5	0	2	2	0
West Virginia	107	66	15	7	13	4	2	0	0	0
<b>Great Lakes--total</b>	<b>4,274</b>	<b>3,194</b>	<b>553</b>	<b>227</b>	<b>127</b>	<b>62</b>	<b>31</b>	<b>22</b>	<b>8</b>	<b>50</b>
Illinois	900	776	53	32	17	10	3	5	0	4
Indiana	600	489	50	29	16	6	2	1	1	6
Michigan	470	322	75	27	22	11	6	1	1	5
Minnesota	478	267	88	38	31	17	9	5	1	22
No. Dakota	438	329	77	19	6	3	2	1	1	0
Ohio	741	582	87	41	16	5	2	2	1	5
So. Dakota	157	76	49	18	5	5	2	2	0	0
Wisconsin	490	353	74	23	14	5	5	5	3	8
<b>New England--total</b>	<b>712</b>	<b>537</b>	<b>57</b>	<b>36</b>	<b>38</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>17</b>
Connecticut	138	119	5	6	5	0	1	0	1	1
Maine	152	81	19	15	12	5	4	3	0	13
Massachusetts	229	185	17	7	12	3	1	1	1	2
New Hampshire	94	72	7	5	5	3	1	0	0	1
Rhode Island	26	21	0	2	1	0	2	0	0	0
Vermont	73	59	9	1	3	0	1	0	0	0
<b>Northwest Mountain--Total</b>	<b>1,904</b>	<b>1,164</b>	<b>293</b>	<b>180</b>	<b>125</b>	<b>53</b>	<b>27</b>	<b>15</b>	<b>17</b>	<b>30</b>
Colorado	396	244	49	41	23	13	7	6	5	8
Idaho	220	117	43	35	11	4	2	1	3	4
Montana	237	99	70	37	15	5	1	2	4	4
Oregon	397	303	45	16	23	6	1	1	0	2
Utah	124	43	21	21	20	9	6	2	1	1
Washington	427	320	50	15	19	8	3	0	3	9
Wyoming	103	38	15	15	14	8	7	3	1	2
<b>Southern--Total</b>	<b>2,637</b>	<b>1,632</b>	<b>469</b>	<b>223</b>	<b>170</b>	<b>60</b>	<b>24</b>	<b>22</b>	<b>8</b>	<b>29</b>
Alabama	236	137	39	25	16	10	1	3	2	3
Florida	783	506	122	70	35	15	10	8	2	15
Georgia	405	254	73	29	37	8	0	2	1	1
Kentucky	182	122	21	20	11	4	1	0	0	3
Mississippi	221	113	71	12	9	10	1	4	1	0
No. Carolina	355	228	60	30	23	5	5	1	0	3
Puerto Rico	31	21	3	2	1	2	0	0	0	2
So. Carolina	164	84	44	15	16	2	1	2	0	0
Tennessee	251	162	36	20	22	4	2	2	2	1
Virgin Islands	9	5	0	0	0	0	3	0	0	1
<b>Southwest--Total</b>	<b>2,945</b>	<b>1,778</b>	<b>539</b>	<b>269</b>	<b>214</b>	<b>61</b>	<b>35</b>	<b>20</b>	<b>7</b>	<b>22</b>
Arkansas	254	147	45	32	19	8	1	1	0	1
Louisiana	433	309	56	18	34	3	3	2	1	7
New Mexico	171	52	23	27	36	11	12	7	0	3
Oklahoma	416	277	72	31	20	8	3	1	1	3
Texas	1,671	993	343	161	105	31	16	9	5	8
<b>Western-Pacific--Total</b>	<b>1,435</b>	<b>882</b>	<b>205</b>	<b>127</b>	<b>91</b>	<b>54</b>	<b>29</b>	<b>14</b>	<b>8</b>	<b>25</b>
Arizona	278	146	35	40	25	15	9	6	0	2
California	946	643	146	60	39	23	8	5	4	18
Hawaii	48	34	5	2	2	1	1	0	1	2
Nevada	127	43	16	23	22	9	8	2	1	3
South Pacific 2	36	16	3	2	3	6	3	1	2	0

1 Excludes Puerto, Virgin Islands, and South Pacific

2 American Samoa, Guam, and Trust Territories.

Table 3.5  
U. S. Civil and Joint Use Airports, Heliports, Stolports and Seaplane Bases,  
on Record, by FAA Region and State, and Other Areas  
December 31, 1985 - 1994

FAA Region and State	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985
<b>Total</b>	<b>18,343</b>	<b>18,317</b>	<b>17,846</b>	<b>17,581</b>	<b>17,490</b>	<b>17,446</b>	<b>17,327</b>	<b>17,015</b>	<b>16,582</b>	<b>16,318</b>
<b>U.S. Total 1</b>	<b>18,267</b>	<b>18,242</b>	<b>17,769</b>	<b>17,509</b>	<b>17,419</b>	<b>17,377</b>	<b>17,259</b>	<b>16,949</b>	<b>16,516</b>	<b>16,252</b>
Alaskan	545	560	559	545	602	593	603	593	614	610
<b>Central--total</b>	<b>1,481</b>	<b>1,483</b>	<b>1,443</b>	<b>1,453</b>	<b>1,401</b>	<b>1,406</b>	<b>1,417</b>	<b>1,437</b>	<b>1,421</b>	<b>1,437</b>
Iowa	298	309	293	290	273	273	274	277	279	278
Kansas	387	384	382	394	386	385	390	389	382	385
Missouri	494	489	473	462	440	431	431	440	429	437
Nebraska	302	301	295	307	302	317	322	331	331	337
<b>Eastern--total</b>	<b>2,410</b>	<b>2,358</b>	<b>2,296</b>	<b>2,246</b>	<b>2,192</b>	<b>2,208</b>	<b>2,192</b>	<b>2,175</b>	<b>2,134</b>	<b>2,076</b>
Delaware	36	37	36	34	33	34	34	35	37	36
District	17	17	16	16	16	17	16	15	15	15
Maryland	203	192	187	168	158	162	157	154	155	151
New Jersey	352	351	334	329	321	322	317	317	286	295
New York	540	525	520	512	497	493	506	507	495	485
Pennsylvania	783	774	757	752	742	765	756	744	755	719
Virginia	372	358	345	341	331	322	313	308	299	282
West Virginia	107	104	101	94	94	93	93	95	92	93
<b>Great Lakes--total</b>	<b>4,274</b>	<b>4,285</b>	<b>4,205</b>	<b>4,219</b>	<b>4,222</b>	<b>4,235</b>	<b>4,190</b>	<b>4,135</b>	<b>4,071</b>	<b>4,060</b>
Illinois	900	920	917	924	928	938	924	913	894	888
Indiana	600	597	576	576	566	554	545	530	518	523
Michigan	470	459	435	432	431	434	434	431	419	422
Minnesota	478	488	483	477	472	475	475	477	472	479
No. Dakota	438	445	450	464	475	480	486	487	499	484
Ohio	741	733	716	714	715	720	714	716	697	690
So. Dakota	157	160	157	160	159	158	155	158	161	164
Wisconsin	490	483	471	472	476	476	457	423	411	410
<b>New England--total</b>	<b>712</b>	<b>717</b>	<b>669</b>	<b>662</b>	<b>648</b>	<b>612</b>	<b>595</b>	<b>568</b>	<b>536</b>	<b>515</b>
Connecticut	138	138	131	134	132	130	128	120	112	108
Maine	152	159	156	159	157	148	146	144	144	144
Massachusetts	229	230	205	197	195	181	170	158	141	131
New Hampshire	94	93	84	79	74	69	67	62	58	53
Rhode Island	26	26	22	23	24	23	23	22	20	18
Vermont	73	71	71	70	66	61	61	62	61	61
<b>Northwest Mountain--Total</b>	<b>1,904</b>	<b>1,883</b>	<b>1,868</b>	<b>1,808</b>	<b>1,804</b>	<b>1,805</b>	<b>1,812</b>	<b>1,737</b>	<b>1,685</b>	<b>1,662</b>
Colorado	396	391	395	373	384	385	396	333	323	321
Idaho	220	218	212	211	211	211	209	207	205	202
Montana	237	234	234	227	220	214	212	210	203	200
Oregon	397	396	387	378	370	372	367	366	351	342
Utah	124	119	118	112	112	111	113	109	105	101
Washington	427	424	423	411	410	412	413	408	396	395
Wyoming	103	101	99	96	97	100	102	104	102	101
<b>Southern--Total</b>	<b>2,637</b>	<b>2,622</b>	<b>2,459</b>	<b>2,364</b>	<b>2,305</b>	<b>2,285</b>	<b>2,293</b>	<b>2,165</b>	<b>2,099</b>	<b>2,002</b>
Alabama	236	235	208	203	196	195	201	193	183	174
Florida	783	778	732	698	662	645	669	607	594	557
Georgia	405	409	382	375	368	363	352	334	325	304
Kentucky	182	177	153	144	143	148	148	139	139	134
Mississippi	221	219	216	207	207	207	205	194	190	188
No. Carolina	355	352	344	336	331	332	322	316	307	292
Puerto Rico	31	165	153	29	29	29	28	27	30	31
So. Carolina	164	247	229	146	150	150	152	146	137	139
Tennessee	251	31	33	218	211	208	208	201	186	176
Virgin Islands	9	9	9	8	8	8	8	8	8	7
<b>Southwest--Total</b>	<b>2,945</b>	<b>2,981</b>	<b>2,953</b>	<b>2,884</b>	<b>2,923</b>	<b>2,910</b>	<b>2,833</b>	<b>2,818</b>	<b>2,661</b>	<b>2,624</b>
Arkansas	254	252	243	236	230	218	195	173	167	163
Louisiana	433	433	426	413	426	419	385	381	357	353
New Mexico	171	171	170	170	164	170	167	174	168	169
Oklahoma	416	415	411	403	411	406	399	403	341	336
Texas	1,671	1,710	1,703	1,662	1,692	1,697	1,687	1,687	1,628	1,603
<b>Western-Pacific--Total</b>	<b>1,435</b>	<b>1,428</b>	<b>1,394</b>	<b>1,400</b>	<b>1,393</b>	<b>1,392</b>	<b>1,392</b>	<b>1,387</b>	<b>1,361</b>	<b>1,332</b>
Arizona	278	280	271	273	272	270	272	265	262	246
California	946	942	920	922	918	910	907	909	895	887
Hawaii	48	47	47	48	50	53	54	54	51	50
Nevada	127	124	121	122	119	127	127	128	125	121
South Pacific 2	36	35	35	35	34	32	32	31	28	28

1 Excludes Puerto, Virgin Islands, and South Pacific

2 American Samoa, Guam, and Trust Territories.

Table 3.6  
 Airport Improvement Program: Fiscal Year 1994  
 (Excludes Amendments to Grants)  
 (Thousands of Dollars)

FAA Region and State	Primary		Commercial		Reliever		General Aviation		System Planning	
	Total Federal Funds	Total Projects	Total Federal Funds	Total Projects	Total Federal Funds	Total Projects	Total Federal Funds	Total Projects	Total Federal Funds	Total Projects
<b>Total</b>	<b>1,260,779</b>	<b>706</b>	<b>41,419</b>	<b>57</b>	<b>133,171</b>	<b>127</b>	<b>181,092</b>	<b>341</b>	<b>13,012</b>	<b>73</b>
<b>U.S. Total 1</b>	<b>1,228,128</b>	<b>689</b>	<b>39,974</b>	<b>55</b>	<b>133,171</b>	<b>127</b>	<b>181,092</b>	<b>341</b>	<b>13,012</b>	<b>73</b>
<b>Alaskan</b>	<b>27,395</b>	<b>23</b>	<b>12,196</b>	<b>3</b>	<b>---</b>	<b>---</b>	<b>27,131</b>	<b>24</b>	<b>938</b>	<b>2</b>
<b>Central--total</b>	<b>60,351</b>	<b>38</b>	<b>3,617</b>	<b>7</b>	<b>1,814</b>	<b>6</b>	<b>8,511</b>	<b>10</b>	<b>535</b>	<b>5</b>
Iowa	12,837	11	301	1	602	1	1,944	3	---	---
Kansas	2,037	5	3,117	5	1,212	5	2,528	4	136	2
Missouri	39,859	12	---	---	---	---	---	---	291	2
Nebraska	5,618	10	199	1	---	---	4,039	3	108	1
<b>Eastern--total</b>	<b>180,509</b>	<b>118</b>	<b>941</b>	<b>4</b>	<b>17,559</b>	<b>19</b>	<b>19,270</b>	<b>37</b>	<b>1,856</b>	<b>8</b>
Delaware	---	---	---	---	---	---	1,574	1	---	---
District	---	---	---	---	---	---	---	---	123	1
Maryland	6,723	6	---	---	2,697	3	730	3	---	---
New Jersey	15,058	9	---	---	487	2	---	---	180	1
New York	74,645	62	780	3	8,615	11	8,285	16	650	1
Pennsylvania	51,440	19	---	---	---	---	4,000	5	360	2
Virginia	29,840	13	161	1	5,760	3	4,089	9	543	3
West Virginia	2,803	9	---	---	---	---	592	3	---	---
<b>Great Lakes--total</b>	<b>166,824</b>	<b>128</b>	<b>5,532</b>	<b>13</b>	<b>25,841</b>	<b>20</b>	<b>19,481</b>	<b>42</b>	<b>1,735</b>	<b>13</b>
Illinois	52,232	23	---	---	14,000	2	---	---	180	2
Indiana	10,963	10	2,649	2	5,012	8	5,127	9	200	2
Michigan	40,767	30	---	---	310	1	---	---	350	3
Minnesota	17,690	14	1,034	2	1,719	4	4,300	5	292	2
No. Dakota	4,541	8	657	5	---	---	2,469	8	350	2
Ohio	21,667	19	408	1	4,800	5	6,482	18	172	1
So. Dakota	6,468	6	784	3	---	---	1,103	2	---	---
Wisconsin	12,496	18	---	---	---	---	---	---	191	1
<b>New England--total</b>	<b>50,277</b>	<b>27</b>	<b>4,005</b>	<b>3</b>	<b>6,747</b>	<b>7</b>	<b>7,759</b>	<b>18</b>	<b>655</b>	<b>4</b>
Connecticut	3,844	4	---	---	141	1	507	2	---	---
Maine	3,907	5	3,636	2	2,685	2	1,484	6	135	1
Massachusetts	23,518	9	---	---	3,921	4	1,325	6	520	3
New Hampshire	5,246	4	369	1	---	---	4,443	4	---	---
Rhode Island	12,310	3	---	---	---	---	---	---	---	---
Vermont	1,452	2	---	---	---	---	---	---	---	---
<b>Northwest Mountain--total</b>	<b>123,851</b>	<b>81</b>	<b>7,579</b>	<b>9</b>	<b>8,761</b>	<b>10</b>	<b>28,659</b>	<b>62</b>	<b>1,648</b>	<b>13</b>
Colorado	51,009	23	934	2	3,421	3	5,653	7	373	3
Idaho	4,549	7	1,498	1	68	1	2,380	4	170	2
Montana	6,094	11	---	---	---	---	4,477	10	74	1
Oregon	10,436	7	---	---	---	---	3,689	7	215	1
Utah	26,964	3	2,122	3	900	1	6,526	13	340	3
Washington	13,191	14	1,675	2	4,372	5	3,407	12	180	1
Wyoming	11,608	16	1,350	1	---	---	2,527	9	296	2
<b>Southern--total</b>	<b>270,460</b>	<b>130</b>	<b>1,414</b>	<b>4</b>	<b>24,172</b>	<b>21</b>	<b>32,981</b>	<b>66</b>	<b>2,214</b>	<b>10</b>
Alabama	12,328	8	258	2	2,600	1	4,315	6	78	1
Florida	75,395	36	738	1	11,131	9	6,136	14	470	2
Georgia	32,805	16	---	---	7,113	5	4,041	12	502	2
Kentucky	40,561	12	---	---	---	---	4,930	12	150	1
Mississippi	4,168	8	418	1	---	---	5,867	7	---	---
No. Carolina	33,606	19	---	---	---	---	---	---	298	1
Puerto Rico	16,895	6	---	---	---	---	---	---	---	---
So. Carolina	20,439	10	---	---	860	1	4,039	8	200	1
Tennessee	31,479	12	---	---	2,468	5	3,653	7	516	2
Virgin Islands	2,784	3	---	---	---	---	---	---	---	---

Table 3.6  
 Airport Improvement Program: Fiscal Year 1994  
 (Excludes Amendments to Grants)  
 (Thousands of Dollars)

FAA Region and State	Primary		Commercial		Reliever		General Aviation		System Planning	
	Total Federal Funds	Total Projects	Total Federal Funds	Total Projects	Total Federal Funds	Total Projects	Total Federal Funds	Total Projects	Total Federal Funds	Total Projects
<b>Southwest--total</b>	<b>193,526</b>	<b>74</b>	<b>2,222</b>	<b>8</b>	<b>18,251</b>	<b>22</b>	<b>13,156</b>	<b>43</b>	<b>2,351</b>	<b>11</b>
Arkansas	22,097	10	874	3	1,491	1	2,343	10	171	1
Louisiana	32,733	11	---	---	1,015	3	2,935	10	939	5
New Mexico	9,400	9	1,348	5	---	---	3,817	11	58	1
Oklahoma	5,927	7	---	---	788	4	4,061	12	535	2
Texas	123,369	37	---	---	14,957	14	---	---	648	2
<b>Western-Pacific--total</b>	<b>187,586</b>	<b>87</b>	<b>3,913</b>	<b>6</b>	<b>30,026</b>	<b>22</b>	<b>24,144</b>	<b>39</b>	<b>1,080</b>	<b>7</b>
Arizona	42,050	16	1,974	3	---	---	4,370	11	---	---
California	90,706	48	494	1	25,226	20	16,076	22	854	6
Hawaii	21,188	7	---	---	---	---	270	1	---	---
Nevada	20,670	8	---	---	4,800	2	3,428	5	226	1
South Pacific 2	12,972	8	1,445	2	---	---	---	---	---	---

1 Excludes Puerto Rico, Virgin Islands, and South Pacific

2 American Samoa, Guam, North Mariana, and Trust Territories

Note: Excludes State Block Grants:

Illinois	2	17,129
Michigan	2	10,706
Missouri	2	8,690
New Jersey	2	3,224
N. Carolina	2	9,380
Texas	2	17044
Wisconsin	2	6,602
<b>Total</b>	<b>14</b>	<b>72,775</b>

#### IV. AIRPORT ACTIVITY OF CERTIFICATED ROUTE AIR CARRIERS

This chapter covers only the large US certificated air carriers; and thus, excludes the small certificated, commuter, and foreign-flag carriers.

The data presented were obtained from information reported to the Department of Transportation's Bureau of Transportation Statistics, Office of Airline Information by the carriers on Schedules T-100 and T-3, BTS Form 41, Uniform System of Accounts and Reports for Large Certificated Air Carriers. These statistics summarize for scheduled and nonscheduled service revenue passenger enplanement; aircraft departures, and ton of freight and mail enplaned at certificated points in the 50 state, the District of Columbia and other US areas served by the carriers.

The activity information in Tables 4-5 - 4.9 is presented by "hubs". Air traffic hubs are geographical areas, and are based on the percentage of total passengers enplaned in the area. A hub may have more than one airport in it. This definition should not be confused with the definition being used by the airlines in describing their "hub and spoke" structures. The hubs constitute an primary focal point for the transportation research programs of the FAA, and the analyses of individual cities within an area are treated in relationship to the entire area.

Individual communities fall into four hub classifications as determined by each community's percentage of the total enplaned revenue passengers in all services of US certificated route air carriers within the 50 states, the District of Columbia and other US areas. Classifications for 1994 are based on 508,458,194 total enplaned revenue passengers.

The percentage and number of enplaned passengers in the hub classifications for the 12 months ending December 31, 1994 are:

Hub Classification	Percentage of Total Enplaned Passengers	Number of Enplaned Passengers
Large (L)	1.00 or more	5,084,582 or more
Medium (M)	0.25 to 0.99	1,271,145 to 5,084,582
Small (S)	0.05 to 0.24	254,229 to 1,271,145
Nonhub (N)	Less than 0.05	Less than 254,229

During 1994 there were 122 air traffic hubs representing 19% of the 652 air traffic hubs and nonhubs in 50 states, the District of Columbia, and other US areas receiving air carrier service during the year. The dominance of the hubs in air traffic patterns is brought out by the fact that almost 98% of passenger enplanements were recorded at the 122 hubs. The table below shows the number of hubs/nonhubs, the number of airports, and the number and percentage of passenger enplanements at the hubs/nonhubs.

Hub Classification	Number of Hubs/Nonhubs	Number of Airports	Passengers Enplaned	Passenger Percent
Large	28	71	372,731,005	73.31
Medium	33	57	88,601,244	17.43
Small	61	75	34,443,996	6.77
Nonhub	530	562	12,681,949	2.49
TOTALS	652	765	508,458,194	100.00

Information for each of the 765 airports may be found in *Airport Activity Statistics of Certificated Route Air Carriers*.

#### DEFINITIONS

**Air Traffic Hub** - Air traffic hubs are not airports; they are cities and communities requiring aviation services. They fall into four classes as determined by each community's percentage of the total enplaned passengers in scheduled and nonscheduled service of the large certificated route air carriers in the 50 States, the District of Columbia, and other US areas.

**All Services** - The total of scheduled and nonscheduled transport services.

**Carrier Group** - A grouping of large certificated air carriers determined by annual operating revenues as shown below:

Carrier Group	Annual Operating Revenues
Majors .....	over one billion dollars
Nationals .....	1000 million to one billion dollars
Large regional .....	20 to 100 million dollars
Medium regionals .....	up to 20 million dollars.

**Enplaned Passengers** - The total number of revenue passengers boarding aircraft.

**Enplaned Revenue Tons of Freight and Mail** - The number of revenue tons of freight and mail loaded on an aircraft including originating and transfer tons.

**Freight** - Property transport by air. ( Excludes mail and passenger baggage).

**Large Air Traffic Hub** - A community enplaning 1.00 percent or more of the total enplaned passengers in all services and all operations for all communities within the 50 States, the District of Columbia, and other US areas. Also see 'air traffic hub'.

**Large Certificated Air Carrier**--carrier holding a certificate issued under Section 401 of the Federal Aviation Act of 1958 as amended and operating aircraft designed to have a maximum passenger seating capacity of 60 seats or more or a maximum payload capacity of 18,000 pounds or more, or conducting international operations.

**Medium Air Traffic Hub** - A community enplaning from 0.25 to 0.99 percent of the total enplaned passengers in all services and all operations for all communities within the 50 States, the District of Columbia, and other US areas. Also see 'air traffic hub'.

**Nonhub** - A community enplaning less than 0.05 percent of the total enplaned passengers in all services and all operations all communities within the 50 States, and District of Columbia, and other US areas. Also see 'air traffic hub'.

**Nonscheduled Service** - Revenue flights that are not operated in regularly scheduled service such as charter flights.

**Other US Areas** - Areas under US jurisdiction, other than the 50 States and the District of Columbia, that are designated the Federal Aviation Administration to be included in the base for air traffic hub classification computations.

**Revenue** - Pertaining to transport activities for which remuneration is received by the carrier.

**Revenue Passenger** - Person receiving air transportation from an air carrier for which remuneration is received by the carrier.

**Scheduled Service** - Transport service operated over an air carrier's routes, based on published flight schedules, including extra sections.

**Small Air Traffic Hub** - A community enplaning from 0.05 to 0.24 percent of the total enplaned passengers in all services and all operations for all communities within the 50 States, the District of Columbia, and other US areas. Also see 'air traffic hub.'

**These definitions only apply to this chapter.**

TABLE 4.1  
LARGE SCHEDULED CERTIFICATED AIR CARRIERS  
AS OF DECEMBER 31, 1994

Air South	MGM Grand
Air Transport	Miami Air
Air Wisconsin	Midway Airlines
Airtran	Midwest Express Airlines
Alaska Airlines	Million
Aloha Airlines	Morris
America West	North American
American Airlines	Northern Air Cargo
American Int'l.	Northwest Airlines
American Trans Air	Patriot
Amerijet	Polar Air
Arrow Air	Private Jet
Atlantic Southeast	Reeve Aleutian Airways
Atlas	Reno
AV Atlantic	Rich
Buffalo	Ryan
Business Express	Sierra Pacific
Capitol Air	Simmons
Carnival	Southern Air
Casino Express	Southwest Airlines
Challenge Air Transport	Spirit
Continental Air Lines	Sportsflight
Continental Micronesia	Sun Country
Delta Air Lines	Tower
DHL	Trans Air Link
Eagle	Trans American
Emery Worldwide	Trans Continental
Empire	Trans States
Evergreen	Trans World Airlines
Executive Airlines	U.S. Africa
Express One	USAir
Federal Express	U.S. Air Shuttle
Fine Airlines	UFS
Florida West	Ultrair
Frontier Airlines	United Air Lines
Great American	United Parcel
Hawaiian Airlines	USA Jet
Horizon Air	Valujet
Int'l Cargo Express	World
Kitty Hawk	Worldwide
Kiwi	Zantop
Markair	

**TABLE 4.2 1/  
AMERICAN FLAG AIRLINE TRAFFIC ENPLANED--SYSTEM TOTAL  
LARGE SCHEDULED CERTIFICATED AIR CARRIERS  
SCHEDULED AND NONSCHEDULED OPERATIONS  
1985 - 1994**

Year	Enplaned Passengers		Tons of Enplaned Mail	Tons of Enplaned Cargo
	Total	Aircraft Departures		
1985	381,108,118	5,696,217	1,486,900.6	3,415,759.7
1986	418,563,577	6,401,599	2,066,173.6	4,718,544.1
1987	448,913,726	6,640,400	1,621,734.2	5,073,264.9
1988	456,026,372	6,724,445	1,717,738.7	5,860,039.0
1989	455,263,066	6,648,452	1,631,316.3	6,573,790.5
1990	438,544,001	6,641,681	1,566,098.1	4,732,726.1
1991	428,319,248	6,545,000	1,562,990.7	4,854,513.1
1992	447,625,988	6,606,609	1,682,631.6	5,053,677.9
1993	468,313,029	7,193,841	1,819,203.1	6,383,887.2
1994	508,458,194	7,513,232	1,915,706.5	6,802,375.2

1/ Includes operations of certificated all-cargo carriers.

Source: BTS-FAA Airport Activity Statistics of Certificated Route Air Carriers.

**TABLE 4.3 1/  
AMERICAN FLAG AIRLINE TRAFFIC ENPLANED--50 STATES  
LARGE SCHEDULED CERTIFICATED AIR CARRIERS  
SCHEDULED AND NONSCHEDULED OPERATIONS  
1985 - 1994**

Year	Enplaned Passengers		Tons of Enplaned Mail	Tons of Enplaned Cargo
	Total	Aircraft Departures		
1985	360,710,517	5,476,633	1,416,643.1	2,548,025.1
1986	396,961,967	6,153,247	1,980,248.3	3,728,296.2
1987	422,747,715	6,372,793	1,534,719.8	3,948,060.7
1988	426,937,914	6,426,421	1,626,030.8	4,550,772.8
1989	425,103,192	6,331,555	1,537,234.6	5,116,092.4
1990	433,254,832	6,572,179	1,558,021.6	4,629,653.7
1991	422,601,128	6,456,329	1,550,220.5	4,750,582.2
1992	441,545,379	6,519,252	1,676,037.1	4,952,682.6
1993	461,920,525	7,107,553	1,811,655.5	6,262,602.4
1994	501,538,376	7,412,462	1,907,792.1	6,649,891.4

1/ Includes operations of certificated all-cargo carriers.

Source: BTS-FAA Airport Activity Statistics of Certificated Route Air Carriers.



TABLE 4.4 1/  
 AMERICAN FLAG AIRLINE TRAFFIC ENPLANED--U.S. TERRITORIES  
 LARGE SCHEDULED CERTIFICATED AIR CARRIERS  
 SCHEDULED AND NONSCHEDULED OPERATIONS  
 1985-1994

Year	Enplaned Passengers			
	Total	Aircraft Departures	Aircraft Departures	Aircraft Departures
1985	2,630,980	29,026	29,027	29,028
1986	3,046,033	38,960	38,961	38,962
1987	4,068,330	39,690	39,691	39,692
1988	4,478,219	43,435	43,436	43,437
1989	4,551,410	41,978	41,979	41,980
1990	5,289,169	69,502	69,503	69,504
1991	5,718,120	88,671	88,672	88,673
1992	6,080,609	87,357	87,358	87,359
1993	6,392,504	86,288	86,289	86,290
1994	6,919,818	100,770	100,771	100,772

1/ Includes operations of certificated all-cargo carriers.

Source: RSPA-FAA Airport Activity Statistics of Certificated Route Air Carriers.

**Table 4.5**  
**Summary of Aircraft Departures, Enplaned Revenue Passengers,**  
**and Enplaned Revenue Tons of Cargo and Mail in Total Operations,**  
**by Type of Service by Carrier Group and by Air Carrier**  
**12 Months Ending December 31, 1994**

Carrier Group by Air Carrier	Service	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
<b>Majors</b>						
America West	Scheduled	184,278	186,414	15,605,006	45,555.98	54,283.40
	Nonscheduled	741		32,772		
	All Services	185,019	185,414	15,637,778	45,555.98	54,283.40
American	Scheduled	805,152	817,945	73,376,022	488,769.03	273,362.66
	Nonscheduled	578		38,291		
	All Services	805,730	817,945	73,414,313	488,769.03	273,362.66
Continental	Scheduled	522,723	539,105	38,415,545	179,692.57	109,025.91
	Nonscheduled	1,620		177,036		
	All Services	524,343	539,105	38,592,581	179,692.57	109,025.91
Delta	Scheduled	922,418	931,872	84,272,355	431,817.36	375,764.44
	Nonscheduled	775		52,703	0.03	
	All Services	923,193	931,872	84,325,058	431,817.39	375,764.44
Federal Express	Scheduled	248,826	249,100		2,992,924.62	13,004.61
	Nonscheduled	1,294			17,025.51	
	All Services	250,120	249,100		3,009,950.13	13,004.61
Northwest	Scheduled	519,443	531,940	40,996,655	423,086.73	240,259.63
	Nonscheduled	703		78,923	1,550.27	0.88
	All Services	520,146	531,940	41,075,578	424,637.00	240,260.51
Southwest	Scheduled	588,786	595,408	44,237,824	42,051.29	43,123.47
	Nonscheduled	999		108,956		
	All Services	589,785	595,408	44,346,780	42,051.29	43,123.47
Trans World	Scheduled	267,673	273,733	19,883,030	100,239.00	126,156.88
	Nonscheduled	932		51,613	406.49	21.53
	All Services	268,605	273,733	19,934,643	100,645.49	126,178.41
United	Scheduled	685,098	695,880	67,237,554	396,998.19	304,569.84
	Nonscheduled	1,104		149,487		
	All Services	686,202	695,880	67,387,041	396,998.19	304,569.84
United Parcel	Scheduled	1,707	1,707		61,968.45	
	Nonscheduled	98,563			23,754.08	24.51
	All Services	100,270	1,707		85,722.53	24.51
USAir	Scheduled	869,754	892,438	58,628,566	96,994.67	176,726.69
	Nonscheduled	4,211		353,477		
	All Services	873,965	892,438	58,982,043	96,994.67	176,726.69
<b>Total, Majors</b>	Scheduled	5,615,858	5,715,542	442,652,557	5,260,097.89	1,716,277.53
	Nonscheduled	111,520		1,043,258	42,736.38	46.92
	All Services	5,727,378	5,714,542	443,695,815	5,302,834.27	1,716,324.45
<b>Nationals</b>						
Air Wisconsin	Scheduled	33,898	34,683	1,603,223	379.97	1,044.42

**Table 4.5**  
**Summary of Aircraft Departures, Enplaned Revenue Passengers,**  
**and Enplaned Revenue Tons of Cargo and Mail in Total Operations,**  
**by Type of Service by Carrier Group and by Air Carrier**  
**12 Months Ending December 31, 1994**

Carrier Group by Air Carrier	Service	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Alaska	Scheduled	127,410	125,007	8,568,243	61,906.99	27,443.58
	Nonscheduled	1,830		71,044	4,818.81	226.40
	All Services	129,240	125,007	8,639,287	66,725.80	27,669.98
Aloha	Scheduled	73,958	74,746	5,031,873	8,160.08	5,820.88
	Nonscheduled	123		9,113	0.42	
	All Services	74,081	74,746	5,040,986	8,160.50	5,820.88
American Int'l.	Scheduled	3,352	2,399		486.14	
	Nonscheduled	11,073			69,484.14	2,163.40
	All Services	14,425	2,399		69,970.28	2,163.40
American Trans	Scheduled	19,133	18,915	1,647,316		
	Nonscheduled	12,429		1,756,819		
	All Services	31,562	18,915	3,404,135		
Atlantic Southeast	Scheduled	207,080	213,553	3,120,294	1,493.26	834.03
Business Express	Scheduled	138,852	149,598	1,657,671		
Carnival	Scheduled	11,446	11,446	1,032,266	2,669.94	1,885.54
	Nonscheduled	1,982		196,170	127.67	
	All Services	13,428	11,446	1,228,436	2,797.61	1,885.54
Continental Micronesia	Scheduled	14,444	14,478	1,372,507	21,656.58	9,032.59
	Nonscheduled	88		14,456		
	All Services	14,532	14,478	1,386,963	21,656.58	9,032.59
DHL	Scheduled	59,824	63,696		200,257.04	9,116.80
	Nonscheduled	67			750.59	
	All Services	59,891	63,696		201,007.63	9,116.80
Emery Worldwide	Nonscheduled	44,732			49,644.72	2,451.68
Evergreen	Scheduled	613	611		4,416.08	
	Nonscheduled	7,277		21,001	14,463.07	56,054.28
	All Services	7,890	611	21,001	18,879.15	56,054.28
Hawaiian	Scheduled	55,732	56,980	4,564,408	26,554.42	4,999.58
	Nonscheduled	3		401	0.45	
	All Services	55,735	56,980	4,564,809	26,554.87	4,999.58
Horizon Air	Scheduled	199,540	206,837	3,314,524	7,356.85	2,880.72
	Nonscheduled	2		38		
	All Services	199,542	206,837	3,314,562	7,356.85	2,880.72
Markair	Scheduled	34,991	37,907	2,094,337	8,759.99	18,663.90
	Nonscheduled	18		534	10.59	5.79
	All Services	35,009	37,907	2,094,871	8,770.58	18,669.69
Midwest Express	Scheduled	29,266	29,643	1,168,338	5,724.54	10,343.85
	Nonscheduled	656		21,525		
	All Services	29,922	29,643	1,189,863	5,724.54	10,343.85
Morris	Scheduled	35,382	38,794	3,377,655	768.55	2,608.68

**Table 4.5**  
**Summary of Aircraft Departures, Enplaned Revenue Passengers,**  
**and Enplaned Revenue Tons of Cargo and Mail in Total Operations,**  
**by Type of Service by Carrier Group and by Air Carrier**  
**12 Months Ending December 31, 1994**

Carrier Group by Air Carrier	Service	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Simmons	Scheduled	189,600	203,429	4,516,040	2,225.12	1,695.98
	Nonscheduled	1		44		
	All Services	189,601	203,429	4,516,084	2,225.12	1,695.98
Southern Air	Scheduled	277	167		15,713.31	
	Nonscheduled	4,698			61,491.56	
	All Services	4,975	167		77,204.87	
Sun Country	Nonscheduled	13,354		2,089,919		
Tower	Scheduled	2,674	2,497	768,035	10,762.68	
	Nonscheduled	638		198,114	1,424.73	
	All Services	3,312	2,497	966,149	12,187.41	
Trans States	Scheduled	119,250	123,448	1,662,135		
USAir Shuttle	Scheduled	20,844	21,999	1,390,627	456.24	261.39
	Nonscheduled	164		24,090		
	All Services	21,008	21,999	1,414,717	456.24	261.39
World	Nonscheduled	863		154,526	31,516.66	
Total, Nationals	Scheduled	1,377,566	1,430,833	46,889,492	379,747.78	96,631.94
	Nonscheduled	99,998		4,557,794	233,733.41	60,901.55
	All Services	1,477,564	1,430,833	51,447,286	613,481.19	157,533.49
<b>Large Regionals</b>						
Air South	Scheduled	2,803	2,881	90,337		
	Nonscheduled	13,810		252	149,250.47	
Air Transport	Scheduled	1,013	1,013		14,533.80	
	Nonscheduled	4,122			34,169.02	173.40
	All Services	5,135	1,013		48,702.82	173.40
Arrow	Scheduled	1,537	1,357		45,314.71	
	Nonscheduled	7,191		6,748	183,498.38	
	All Services	8,728	1,357	6,748	228,813.09	
Challenge	Scheduled	1,940	1,940		40,122.33	1,289.63
Empire	Scheduled	11,523	12,147	100,920	4,766.49	
	Nonscheduled	691		38,822		
	All Services	12,214	12,147	139,742	4,766.49	
Executive Airlines	Scheduled	45,435	46,871	967,534	40.57	10.40
	Nonscheduled	5		194		
	All Services	45,440	46,871	967,728	40.57	10.40
Express One	Nonscheduled	25,152		1,061,800	124,405.24	
Florida West	Scheduled	5	5		20.26	
	Nonscheduled	1,012			18,025.69	3.39
	All Services	1,017	5		18,045.95	3.39

**Table 4.5**  
**Summary of Aircraft Departures, Enplaned Revenue Passengers,**  
**and Enplaned Revenue Tons of Cargo and Mail in Total Operations,**  
**by Type of Service by Carrier Group and by Air Carrier**  
**12 Months Ending December 31, 1994**

Carrier Group by Air Carrier	Service	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Frontier	Scheduled	3,587	3,698	115,056	40.72	410.74
	Nonscheduled	11		277		
	All Services	3,598	3,698	115,333	40.72	410.74
Kiwi	Scheduled	13,316	13,423	1,113,779	2.55	1,764.89
MGM Grand	Scheduled	488	495	3,769		73.74
	Nonscheduled	882		17,338		
	All Services	1,370	495	21,107		73.74
Miami Air	Nonscheduled	2,596		189,552		
North American	Nonscheduled	83		8,178		
Northern Air	Scheduled	8,699	6,438		20,766.00	24,309.81
	Nonscheduled	942			4,072.70	893.77
	All Services	9,641	6,438		24,838.70	25,203.58
Polar Air	Scheduled	764	764		5,150.90	
	Nonscheduled	12			502.65	
	All Services	776	764		5,653.55	
Private Jet	Scheduled	2,866	912	158,005		
	Nonscheduled	4,198		479,112		
	All Services	7,064	912	637,117		
Reeve	Scheduled	2,735	2,785	38,260	2,132.79	2,930.57
	Nonscheduled	139		7,749	102.71	
	All Services	2,874	2,785	46,009	2,235.50	2,930.57
Reno	Scheduled	42,757	42,896	3,361,943	1,619.09	3,582.80
	Nonscheduled	113		13,184		
	All Services	42,870	42,896	3,375,127	1,619.09	3,582.80
Rich	Nonscheduled	2,213		519,857		
UFS	Scheduled	23,635	24,838	735,853		
USAfrica	Scheduled	79	79	6,017	1,164.53	3.48
Worldwide	Scheduled	444	447	51,498		
	Nonscheduled	2,613		452,354		
	All Services	3,057	447	503,852		
Zantop	Nonscheduled	5,498			11,685.19	
Total, Large Regionals	Scheduled	163,626	162,989	6,742,971	135,674.74	34,376.06
	Nonscheduled	71,283		2,795,417	525,712.05	1,070.56
	All Services	234,909	162,989	9,538,388	661,386.79	35,446.62
<b>Medium Regionals</b>						
Airtran	Scheduled	673	690	29,434		
Atlas	Scheduled	96	95		1,591.92	
	Nonscheduled	103			4,135.87	
	All Services	199	95		5,727.79	

**Table 4.5**  
**Summary of Aircraft Departures, Enplaned Revenue Passengers,**  
**and Enplaned Revenue Tons of Cargo and Mail in Total Operations,**  
**by Type of Service by Carrier Group and by Air Carrier**  
**12 Months Ending December 31, 1994**

Carrier Group by Air Carrier	Service	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
AV Atlantic	Nonscheduled	401		46,167		
Buffalo	Nonscheduled	3,201			70,723.39	
Capitol Air	Nonscheduled	552		51,899		
Casino Express	Scheduled	2,191	2,220	185,969		
	Nonscheduled	210		18,666		
	All Services	2,401	2,220	204,635		
Eagle	Nonscheduled	1,629		94,184	806.88	
Fine Airlines	Scheduled	2,679	2,678		711.77	20.53
	Nonscheduled	1,517			40,347.42	
	All Services	4,196	2,678		41,059.19	20.53
Great American	Scheduled	176	176	3,132		
	Nonscheduled	4,700		252,374		
	All Services	4,876	176	255,506		
Int'l. Cargo Xpress	Nonscheduled	227		6,514	1,493.36	
Kitty Hawk	Nonscheduled	211			1,214.96	
Midway	Scheduled	8,892	9,193	362,021		34.31
Millon	Nonscheduled	498			15,274.18	
Patriot	Nonscheduled	664			5,185.76	
Ryan	Nonscheduled	7,064		44,125	68,518.77	5,813.69
Sierra Pacific	Nonscheduled	1,644		57,092		
Spirit Air	Scheduled	4,716	4,729	439,747		
Sportsflight	Nonscheduled	208		18,307		
Trans American	Nonscheduled	60		1,282		
Trans Continental	Nonscheduled	603			8,849.59	
Trans-Air-Link	Nonscheduled	494			5,643.82	
Ultrair	Scheduled	2,303	2,412	187,811		
	Nonscheduled	14		1,362		
	All Services	2,317	2,412	189,173		
USA Jet	Nonscheduled	87			175.26	
Value Jet	Scheduled	27,472	27,536	1,967,918		533.36
	Nonscheduled	96		8,701		
	All Services	27,568	27,536	1,976,619		533.36
Total, Medium Regionals	Scheduled	49,198	49,729	3,176,032	2,303.69	588.20
	Nonscheduled	24,183	---	600,673	222,369.26	5,813.69
	All Services	73,381	49,729	3,776,705	224,672.95	6,401.89
Over-all Total, All Carriers	Scheduled	7,206,248	7,359,093	499,461,052	5,777,824.10	1,847,873.73
	Nonscheduled	306,984	---	8,997,142	1,024,551.10	67,832.72
	All Services	7,513,232	7,358,093	508,458,194	6,802,375.20	1,915,706.45

**Table 4.6**  
**Summary of Aircraft Departures, Enplaned Revenue Passengers,**  
**and Enplaned Revenue Tons of Cargo and Mail in Total Operations,**  
**by Type of Service State and US Area**  
**12 Months Ending December 31, 1994**

State or US Area	Service	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
<b>50 US States</b>						
Alabama	Scheduled	45,003	45,486	1,930,402	14,116.66	7,389.58
	Nonscheduled	1,574		9,411	9,873.12	64.42
	All Services	46,577	45,486	1,939,813	23,989.78	7,454.00
Alaska	Scheduled	72,660	72,522	2,436,931	255,342.45	73,628.91
	Nonscheduled	5,448		76,210	17,439.83	4,859.10
	All Services	78,108	72,522	2,513,141	272,782.28	78,488.01
Arizona	Scheduled	175,401	176,977	13,982,256	57,887.81	37,476.42
	Nonscheduled	5,486		82,321	8,273.71	2,354.01
	All Services	180,887	176,977	14,064,577	66,161.52	39,830.43
Arkansas	Scheduled	29,772	30,386	1,300,597	1,600.06	5,548.78
	Nonscheduled	801		14,374	1,067.98	53.09
	All Services	30,573	30,386	1,314,971	2,668.04	5,601.87
California	Scheduled	681,762	690,992	60,512,017	848,548.76	192,224.44
	Nonscheduled	23,722		550,094	64,563.51	21,109.68
	All Services	705,484	690,992	61,062,111	913,112.27	213,334.12
Colorado	Scheduled	183,899	186,105	15,689,432	91,072.00	52,986.18
	Nonscheduled	6,132		226,288	6,570.50	5,461.61
	All Services	190,031	186,105	15,915,720	97,642.50	58,447.79
Connecticut	Scheduled	35,263	36,407	2,238,660	16,245.30	15,126.75
	Nonscheduled	3,468		20,230	20,580.25	37.89
	All Services	38,731	36,407	2,258,890	36,825.55	15,164.64
Delaware	Scheduled	10	7		0.25	
	Nonscheduled	631		2,715	33,378.52	
	All Services	641	7	2,715	33,378.77	
District of Columbia	Scheduled	140,705	145,616	11,166,656	83,302.32	59,492.42
	Nonscheduled	1,118		46,690	507.28	18.91
	All Services	141,823	145,616	11,213,346	83,809.60	59,511.33
Florida	Scheduled	446,568	451,044	38,186,574	369,996.69	92,313.03
	Nonscheduled	25,021		898,706	228,406.01	156.58
	All Services	471,589	451,044	39,085,280	598,402.70	92,469.61
Georgia	Scheduled	340,001	343,259	26,521,151	192,174.68	119,459.29
	Nonscheduled	7,152		87,536	9,649.70	73.00
	All Services	347,153	343,259	26,608,687	201,824.38	119,532.29
Hawaii	Scheduled	160,116	162,290	13,981,142	145,814.24	27,152.28
	Nonscheduled	3,094		409,232	21,363.85	296.30
	All Services	163,210	162,290	14,390,374	167,178.09	27,448.58
Idaho	Scheduled	39,796	41,275	1,094,256	11,559.64	2,347.20
	Nonscheduled	712		19,047	29.62	92.27
	All Services	40,508	41,275	1,113,303	11,589.26	2,439.47

**Table 4.6**  
**Summary of Aircraft Departures, Enplaned Revenue Passengers,**  
**and Enplaned Revenue Tons of Cargo and Mail in Total Operations,**  
**by Type of Service State and US Area**  
**12 Months Ending December 31, 1994**

State or US Area	Service	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Illinois	Scheduled	479,615	496,534	34,423,538	331,612.40	137,436.67
	Nonscheduled	9,610		413,745	14,637.60	618.91
	All Services	489,225	496,534	34,837,283	346,250.00	138,055.58
Indiana	Scheduled	79,080	81,433	3,578,697	195,211.84	18,236.40
	Nonscheduled	12,934		65,211	37,400.40	993.79
	All Services	92,014	81,433	3,643,908	232,612.24	19,230.19
Iowa	Scheduled	30,152	31,401	1,042,369	17,634.96	16,083.35
	Nonscheduled	3,850		24,702	5,345.42	398.43
	All Services	34,002	31,401	1,067,071	22,980.38	16,481.78
Kansas	Scheduled	13,139	13,393	498,843	6,865.25	2,671.59
	Nonscheduled	1,256		18,779	4,563.36	277.29
	All Services	14,395	13,393	517,622	11,428.61	2,948.88
Kentucky	Scheduled	36,788	37,522	1,839,352	10,494.73	8,221.98
	Nonscheduled	27,485		26,708	9,217.40	
	All Services	64,273	37,522	1,866,060	19,712.13	8,221.98
Louisiana	Scheduled	76,507	77,398	4,626,224	22,283.68	10,669.61
	Nonscheduled	2,379		42,583	8,701.99	56.96
	All Services	78,886	77,398	4,668,807	30,985.67	10,726.57
Maine	Scheduled	20,077	21,001	629,413	5,459.38	1,155.58
	Nonscheduled	210		9,092	323.36	
	All Services	20,287	21,001	638,505	5,782.74	1,155.58
Maryland	Scheduled	77,222	79,289	5,444,532	14,672.97	22,165.74
	Nonscheduled	2,993		85,336	9,134.15	203.42
	All Services	80,215	79,289	5,529,868	23,807.12	22,369.16
Massachusetts	Scheduled	160,690	168,868	10,542,509	121,997.70	41,015.58
	Nonscheduled	4,103		187,996	6,960.79	51.73
	All Services	164,793	168,868	10,730,505	128,958.49	41,067.31
Michigan	Scheduled	191,254	196,633	13,260,373	95,272.20	55,306.30
	Nonscheduled	9,926		524,639	24,087.56	246.20
	All Services	201,180	196,633	13,785,012	119,359.76	55,552.50
Minnesota	Scheduled	142,608	146,110	10,610,952	94,488.03	64,271.89
	Nonscheduled	6,351		537,907	4,418.76	49.59
	All Services	148,959	146,110	11,148,859	98,906.79	64,321.48
Mississippi	Scheduled	15,012	15,302	397,680	769.61	2,001.17
	Nonscheduled	2,187		98,788	3,739.51	
	All Services	17,199	15,302	496,468	4,509.12	2,001.17
Missouri	Scheduled	285,287	290,238	15,990,380	69,496.87	79,231.60
	Nonscheduled	7,535		226,422	12,303.86	155.21
	All Services	292,822	290,238	16,216,802	81,800.73	79,386.81



Table 4.6  
Summary of Aircraft Departures, Enplaned Revenue Passengers,  
and Enplaned Revenue Tons of Cargo and Mail in Total Operations,  
by Type of Service State and US Area  
12 Months Ending December 31, 1994

State or US Area	Service	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Montana	Scheduled	40,644	41,438	913,609	12,431.14	2,573.38
	Nonscheduled	1,188		16,107	653.94	1,834.08
	All Services	41,832	41,438	929,716	13,085.08	4,407.46
Nebraska	Scheduled	25,474	25,679	1,356,662	9,684.10	23,038.10
	Nonscheduled	1,139		26,127	3,484.01	2.25
	All Services	26,613	25,679	1,382,789	13,168.11	23,040.35
Nevada	Scheduled	139,194	139,724	12,824,516	22,105.22	20,093.69
	Nonscheduled	9,875		1,639,331	465.07	343.06
	All Services	149,069	139,724	14,463,847	22,570.29	20,436.75
New Hampshire	Scheduled	18,008	18,989	379,841	9,156.97	453.79
	Nonscheduled	951		4,529	1,179.36	
	All Services	18,959	18,989	384,370	10,336.33	453.79
New Jersey	Scheduled	141,336	147,661	11,804,143	278,565.26	54,205.67
	Nonscheduled	7,619		335,000	11,226.95	57.28
	All Services	148,955	147,661	12,139,143	289,792.21	54,262.95
New Mexico	Scheduled	41,874	42,187	2,928,779	12,119.15	7,944.62
	Nonscheduled	1,788		12,792	484.32	223.97
	All Services	43,662	42,187	2,941,571	12,603.47	8,168.59
New York	Scheduled	339,673	353,852	24,179,639	292,756.65	113,229.38
	Nonscheduled	10,950		369,640	46,718.15	118.95
	All Services	350,623	353,852	24,549,279	339,474.80	113,348.33
North Carolina	Scheduled	247,794	251,763	15,580,667	69,977.65	39,034.38
	Nonscheduled	5,760		78,655	12,367.96	52.33
	All Services	253,554	251,763	15,659,322	82,345.61	39,086.71
North Dakota	Scheduled	10,505	10,554	441,507	5,048.24	1,943.37
	Nonscheduled	120		5,921	31.07	
	All Services	10,625	10,554	447,428	5,079.31	1,943.37
Ohio	Scheduled	230,609	239,347	14,135,358	154,740.71	55,798.35
	Nonscheduled	25,105		285,503	197,184.64	2,998.93
	All Services	255,714	239,347	14,420,861	351,925.35	58,797.28
Oklahoma	Scheduled	56,053	56,896	3,115,141	17,626.44	10,873.49
	Nonscheduled	2,970		135,527	7,300.44	27.88
	All Services	59,023	56,896	3,250,668	24,926.88	10,901.37
Oregon	Scheduled	109,760	111,939	5,373,245	50,370.87	16,300.72
	Nonscheduled	3,873		23,652	5,050.57	7,126.54
	All Services	113,633	111,939	5,396,897	55,421.44	23,427.26
Pennsylvania	Scheduled	269,996	277,698	17,513,603	113,889.04	77,496.63
	Nonscheduled	12,782		231,103	13,186.23	405.88
	All Services	282,778	277,698	17,744,706	127,075.27	77,902.51

**Table 4.6**  
**Summary of Aircraft Departures, Enplaned Revenue Passengers,**  
**and Enplaned Revenue Tons of Cargo and Mail in Total Operations,**  
**by Type of Service State and US Area**  
**12 Months Ending December 31, 1994**

State or US Area	Service	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Rhode Island	Scheduled	19,460	20,409	1,066,432	3,010.92	3,179.26
	Nonscheduled	317		14,783	5.45	
	All Services	19,777	20,409	1,081,215	3,016.37	3,179.26
South Carolina	Scheduled	42,468	43,102	2,266,885	11,849.46	5,849.92
	Nonscheduled	2,663		27,893	15,349.56	473.86
	All Services	45,131	43,102	2,294,778	27,199.02	6,323.78
South Dakota	Scheduled	8,004	8,043	315,975	8,199.74	2,416.75
	Nonscheduled	610		6,368	127.25	
	All Services	8,614	8,043	322,343	8,326.99	2,416.75
Tennessee	Scheduled	171,070	173,000	7,929,646	936,719.37	30,871.29
	Nonscheduled	3,795		18,048	16,926.18	38.52
	All Services	174,865	173,000	7,947,694	953,645.55	30,909.81
Texas	Scheduled	790,037	803,313	52,458,418	311,074.60	148,136.10
	Nonscheduled	19,130		636,745	59,019.32	338.67
	All Services	809,167	803,313	53,095,163	370,093.92	148,474.77
Utah	Scheduled	88,306	88,880	7,820,767	52,427.57	23,871.48
	Nonscheduled	3,452		67,047	3,877.69	7,970.32
	All Services	91,758	88,880	7,887,814	56,305.26	31,841.80
Vermont	Scheduled	7,601	7,894	265,490	2,826.25	230.26
	Nonscheduled	16		1,104		
	All Services	7,617	7,894	266,594	2,826.25	230.26
Virginia	Scheduled	54,779	55,887	2,844,530	19,364.85	11,151.45
	Nonscheduled	4,734		38,604	16,540.05	955.03
	All Services	59,513	55,887	2,883,134	35,904.90	12,106.48
Washington	Scheduled	212,571	216,390	11,691,875	155,579.30	34,907.15
	Nonscheduled	5,523		68,820	11,313.42	7,186.85
	All Services	218,094	216,390	11,760,695	166,892.72	42,094.00
West Virginia	Scheduled	8,605	8,977	204,626	1,747.31	135.55
	Nonscheduled	72		4,261	26.05	
	All Services	8,677	8,977	208,887	1,773.36	135.55
Wisconsin	Scheduled	70,793	73,155	3,191,261	26,270.19	12,647.24
	Nonscheduled	3,026		121,715	3,855.63	12.33
	All Services	73,819	73,155	3,312,976	30,125.82	12,659.57
Wyoming	Scheduled	6,698	6,732	132,808	9,518.43	2.17
	Nonscheduled	127		3,980	0.11	
	All Services	6,825	6,732	136,788	9,518.54	2.17
Total for 50 US States	Scheduled	7,109,699	7,260,997	492,660,359	5,660,979.91	1,839,996.93
	Nonscheduled	302,763		8,878,017	988,911.46	67,795.12
	All Services	7,412,462	7,260,997	501,538,376	6,649,891.37	1,907,792.05

**Table 4.6**  
**Summary of Aircraft Departures, Enplaned Revenue Passengers,**  
**and Enplaned Revenue Tons of Cargo and Mail in Total Operations,**  
**by Type of Service State and US Area**  
**12 Months Ending December 31, 1994**

State or US Area	Service	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
<b>Other US Areas</b>						
American Samoa	Scheduled	156	154	21,216	45.09	73.39
	Nonscheduled	39			2,834.77	
	All Services	195	154	21,216	2,879.86	73.39
Guam	Scheduled	8,488	8,446	1,044,917	23,199.52	2,745.24
	Nonscheduled	304		13,464	1,480.70	
	All Services	8,792	8,446	1,058,381	24,680.22	2,745.24
Johnston Island	Scheduled	214	216	848	1.14	4.16
	Nonscheduled	230		13,818	0.04	
	All Services	444	216	14,666	1.18	4.16
Marian Islands	Scheduled	5,377	5,468	360,011	8,149.07	175.93
	Nonscheduled	254		459	568.56	
	All Services	5,631	5,468	360,470	8,717.63	175.93
Midway	Nonscheduled	2		50	0.15	
Palau Islands	Scheduled	883	886	48,594	1,171.05	36.34
	Nonscheduled	4			202.76	
	All Services	887	886	48,594	1,373.81	36.34
Puerto Rico	Scheduled	58,845	59,769	4,532,032	82,984.22	4,405.11
	Nonscheduled	3,257		82,574	26,387.16	37.60
	All Services	62,102	59,769	4,614,606	109,371.38	4,442.71
US Virgin Islands	Scheduled	22,586	23,157	793,075	1,294.10	436.63
	Nonscheduled	125		8,467	4,165.50	
	All Services	22,711	23,157	801,542	5,459.60	436.63
Wake Island	Nonscheduled	6		293		
<b>Total for Other US Areas</b>	<b>Scheduled</b>	<b>96,549</b>	<b>98,096</b>	<b>6,800,693</b>	<b>116,844.19</b>	<b>7,876.80</b>
	<b>Nonscheduled</b>	<b>4,221</b>	<b>0</b>	<b>119,125</b>	<b>35,639.64</b>	<b>37.60</b>
	<b>All Services</b>	<b>100,770</b>	<b>98,096</b>	<b>6,919,818</b>	<b>152,483.83</b>	<b>7,914.40</b>
<b>Total</b>	<b>Scheduled</b>	<b>7,206,248</b>	<b>7,359,093</b>	<b>499,461,052</b>	<b>5,777,824.10</b>	<b>1,847,873.73</b>
	<b>Nonscheduled</b>	<b>306,984</b>	<b>0</b>	<b>8,997,142</b>	<b>1,024,551.10</b>	<b>67,832.72</b>
	<b>All Services</b>	<b>7,513,232</b>	<b>7,359,093</b>	<b>508,458,194</b>	<b>6,802,375.20</b>	<b>1,915,706.45</b>

**Table 4.7**  
**Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail**  
**in Total Operations, All Service at Large Air Traffic Hubs**  
**12 Months Ending December 31, 1994**

Community Airport Name	Percent of Enplane- ments	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Atlanta, Georgia						
Fulton County	0.00%	1				
William B. Hartsfield Int'l.	5.05%	321,172	317,928	25,669,559	198,494.79	118,546.91
Community Total	5.05%	321,173	317,928	25,669,559	198,494.79	118,546.91
Baltimore, Maryland						
Baltimore/Washington Int'l.	1.09%	79,315	78,491	5,524,703	20,618.37	22,369.16
Boston, Massachusetts						
Logan Int'l.	2.10%	158,746	162,700	10,667,886	128,746.50	41,065.73
Charlotte, North Carolina						
Douglas Municipal	1.85%	137,245	136,623	9,384,480	41,565.77	23,569.29
Chicago, Illinois						
Dupage County	0.00%	302	302		62.63	
Meigs Field	0.00%	974	1,193	6,788		
Midway	0.80%	63,658	63,933	4,077,804	3,358.37	413.17
O'Hare Int'l.	5.89%	380,263	387,072	29,970,255	334,789.59	136,542.06
Community Total	6.70%	445,197	452,500	34,054,847	338,210.59	136,955.23
Cincinnati, Ohio						
Greater Cincinnati	1.08%	81,728	84,949	5,487,388	111,470.92	24,992.16
Luken Field	0.00%	2		36		
Community Total	1.08%	81,730	84,949	5,487,424	111,470.92	24,992.16
Dallas/Ft. Worth, Texas						
Addison	0.00%	1				
Dallas/Ft. Worth	5.00%	375,223	371,705	25,435,330	178,096.53	97,355.69
Fort ,Worth Alliance	0.00%	26	1			
Love Field	0.67%	46,884	47,457	3,416,056	7,316.54	3,284.27
Meacham Field	0.00%	25		563		
Community Total	5.67%	422,159	419,163	28,851,949	185,413.07	100,639.96
Denver Colorado						
Arapahoe County	0.00%	2			25.92	
Denver Int'l.	2.91%	171,502	167,899	14,788,640	90,542.80	56,281.80
Community Total	2.91%	171,504	167,899	14,788,640	90,568.72	56,281.80
Detroit, Michigan						
Detroit City	0.00%	34			17.99	
Wayne County	2.41%	156,654	156,370	12,256,251	91,674.66	50,012.21
Willow Run	0.00%	4,388	873	499	11,715.89	3.67
Community Total	2.41%	161,076	157,243	12,256,750	103,409	50,015.88
Honolulu, Oahu, Hawaii						
Hickam Field	0.00%	416		23,068	1,700.87	
Honolulu Int'l.	1.73%	86,027	85,003	8,772,102	137,371.00	22,131.64
Community Total	1.73%	86,443	85,003	8,795,170	139,071.87	22,131.64
Houston, Texas						
Ellington Field	0.00%	1,242	239	104	3,581.92	
Houston Intercontinental	1.90%	123,002	123,003	9,680,708	85,083.15	26,651.07
William P. Hobby	0.77%	57,394	58,234	3,914,206	5,461.03	1,636.91
Community Total	2.67%	181,638	181,476	13,595,018	94,126.10	28,287.98

Table 4.7  
Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail  
in Total Operations, All Service at Large Air Traffic Hubs  
12 Months Ending December 31, 1994

Community Airport Name	Percent of Enplane- ments	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
<b>Las Vegas, Nevada</b>						
McCarran Int'l.	2.36%	117,427	109,009	11,997,567	15,878.53	16,187.71
Nellis AFB	0.00%	33	1	2,176		
<b>Community Total</b>	<b>2.36%</b>	<b>117,460</b>	<b>109,010</b>	<b>11,999,743</b>	<b>15,878.53</b>	<b>16,187.71</b>
<b>Los Angeles/Burbank/Long Beach, California</b>						
El Toro MCAS	0.00%	13		1,452		
Hollywood-Burbank	0.46%	28,390	28,118	2,362,948	8,008.00	1,426.60
Long Beach	0.04%	4,024	3,518	215,213	9,511.59	241.36
Los Angeles Int'l.	3.91%	203,001	200,220	19,885,450	409,373.60	84,010.47
Newport Beach Helicopter	0.00%	1		72		
Orange County	0.63%	35,141	35,452	3,189,008	4,237.20	441.31
Van Nuys Airport	0.00%	1	1		0.38	
<b>Community Total</b>	<b>5.05%</b>	<b>270,571</b>	<b>267,309</b>	<b>25,654,143</b>	<b>431,130.77</b>	<b>86,119.74</b>
<b>Miami/ Ft. Lauderdale, Florida</b>						
Ft. Lauderdale-Hollywood Int'l.	0.91%	50,374	48,516	4,612,512	53,460.64	7,516.82
Miami Int'l.	2.13%	125,159	115,191	10,831,532	432,221.25	28,086.86
Opa Locka	0.00%	13			0.63	
Miami Public SPB	0.00%	1				
Dade Collier	0.00%	9	7		1.69	
<b>Community Total</b>	<b>3.04%</b>	<b>175,556</b>	<b>163,714</b>	<b>15,444,044</b>	<b>485,684.21</b>	<b>35,603.68</b>
<b>Minneapolis/St. Paul Minnesota</b>						
Minneapolis/St. Paul Int'l.	2.14%	141,060	138,143	10,892,061	98,310.39	64,312.58
St. Paul Downtown	0.00%	812	852	6,106	20.85	
<b>Community Total</b>	<b>2.14%</b>	<b>141,872</b>	<b>138,995</b>	<b>10,898,167</b>	<b>98,331.24</b>	<b>64,312.58</b>
<b>Newark, New Jersey</b>						
Newark	2.33%	145,035	145,579	11,863,730	286,675.08	54,262.95
<b>New York, New York</b>						
John F. Kennedy Int'l.	1.75%	87,873	86,481	8,907,598	265,225.08	62,044.09
La Guardia	1.93%	134,518	139,966	9,805,780	17,567.17	35,213.43
World Trade Center	0.00%	723	1,444		144.67	
West 30th Street Heliport	0.00%	3	2		0.18	
East 34th Street	0.00%	332	657		39.15	
<b>Community Total</b>	<b>3.68%</b>	<b>223,449</b>	<b>228,550</b>	<b>18,713,378</b>	<b>282,976.25</b>	<b>97,257.52</b>
<b>Orland, Florida</b>						
Herndon	0.00%	1				
Orlando	1.80%	95,660	91,212	9,166,580	50,881.86	14,291.14
<b>Community Total</b>	<b>1.80%</b>	<b>95,661</b>	<b>91,212</b>	<b>9,166,580</b>	<b>50,881.86</b>	<b>14,291.14</b>
<b>Philadelphia, Pennsylvania/ Camden, New Jersey</b>						
Philadelphia Int'l.	1.50%	116,426	110,110	7,612,424	73,998.26	43,958.56
<b>Phoenix, Arizona</b>						
Luke AFB	0.00%	1				
Phoenix Sky Harbor Int'l.	2.45%	157,163	153,824	12,451,569	59,230.81	36,456.33
<b>Community Total</b>	<b>2.45%</b>	<b>157,164</b>	<b>153,824</b>	<b>12,451,569</b>	<b>59,230.81</b>	<b>36,456.33</b>

**Table 4.7**  
**Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail**  
**in Total Operations, All Service at Large Air Traffic Hubs**  
**12 Months Ending December 31, 1994**

Community Airport Name	Percent of Enplane- ments	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Pittsburgh, Pennsylvania/ Wheeling, West Virginia Greater Pittsburgh	1.77%	141,371	142,721	8,996,598	31,176.59	27,585.46
St. Louis, Missouri Lambert-St. Louis Municipal	2.28%	209,697	210,718	11,602,815	53,143.33	54,241.28
Spirit of ST. Louis	0.00%	1			1.30	
Community Total	2.28%	209,698	210,718	11,602,815	53,144.63	54,241.28
Salt Lake City, Utah Salt Lake city Int'l.	1.54%	90,510	88,300	7,828,969	55,912.08	31,841.80
San Diego, California Miramar NAS	0.00%	8		321		
Montgomery Field	0.00%	509	383		643.16	
North Island NAS	0.00%	552		1,100	6,181.42	
San Diego Int'l.-Linbergh	1.21%	73,223	72,619	6,168,430	23,312.36	9,354.31
Community Total	1.21%	74,292	73,002	6,169,851	30,136.94	9,354.31
San Francisco/Oakland, California Oakland Metropolitan Int'l.	0.79%	60,049	54,935	4,009,040	150,855.66	18,990.54
San Francisco Int'l.	2.84%	134,589	134,410	14,451,891	207,018.16	73,156.40
China Basin Heliport	0.00%	1				
Community Total	3.63%	194,639	189,345	18,460,931	357,873.82	92,146.94
Seattle/Tacoma, Washington Boeing Field	0.00%	1,529	29	2,007	2,004.03	20.98
Seattle-Tacoma Int'l.	1.96%	141,889	140,819	9,962,385	147,343.26	37,883.64
Community Total	1.96%	143,418	140,848	9,964,392	149,347.29	37,904.62
Tampa & St. Petersburg/Clearwater & Lakeland, Florida MacDill AFB	0.00%	7		302		
St. Petersburg/Clearwater Int'l	0.03%	2,894	1,886	174,367	79.05	
Tampa Int'l.	1.07%	68,517	68,464	5,439,230	27,554.35	21,018.16
Community Total	1.10%	71,418	70,350	5,613,899	27,633.40	21,018.16
Washington, District of Columbia Dulles Int'l.	0.83%	44,280	44,120	4,230,348	76,168.15	28,805.80
Washington National	1.37%	97,543	101,496	6,982,998	7,641.45	30,705.53
Community Total	2.21%	141,823	145,616	11,213,346	83,809.60	59,511.33
<b>Total, Large Hubs</b>	<b>73.31%</b>	<b>4,756,589</b>	<b>4,713,178</b>	<b>372,731,005</b>	<b>4,025,516.60</b>	<b>1,406,909.85</b>

Table 4.8  
Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail  
in Total Operations, All Service at Medium Air Traffic Hubs  
12 Months Ending December 31, 1994

Community Airport Name	Percent of Enplane- ments	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Albuquerque, New Mexico Albuquerque Int'l.	0.58%	41,484	40,062	2,938,786	11,966.57	8,168.59
Anchorage, Alaska Anchorage Int'l.	0.30%	36,708	33,063	1,514,265	235,832.21	61,071.51
Elmendorf AFB	0.00%	616	1	6,482	3,314.49	
Community Total	0.30%	37,324	33,064	1,520,747	239,146.70	61,071.51
Austin, Texas Bergstrom AFB	0.00%	7		554		
Robert Mueller Municipal	0.49%	37,725	37,273	2,502,355	35,908.85	4,495.67
Community Total	0.49%	37,732	37,273	2,502,909	35,908.85	4,495.67
Buffalo & Niagara Falls, New Yor Greater Buffalo Int'l.	0.33%	28,596	26,807	1,693,321	15,229.84	4,252.39
Niagara Falls Int'l.	0.00%	20		2,542		
Community Total	0.33%	28,616	26,807	1,695,863	15,229.84	4,252.39
Cleveland, Ohio Burke Lakefront	0.00%	2		75		
Hopkins Int'l.	0.95%	77,923	77,091	4,830,570	28,512.64	13,081.70
Community Total	0.95%	77,925	77,091	4,830,645	28,512.64	13,081.70
Columbus, Ohio Lockbourne AFB	0.00%	2,024	1,660		9,817.65	2.63
Port Columbus Int'l.	0.51%	43,885	44,202	2,589,423	12,730.08	14,958.38
Community Total	0.51%	45,909	45,862	2,589,423	22,547.73	14,961.01
El Paso, Texas Biggs AFB	0.00%	48		4,166		
El Paso Int'l.	0.37%	30,845	29,985	1,870,163	16,605.68	2,366.23
Community Total	0.37%	30,893	29,985	1,874,329	16,605.68	2,366.23
Fort Myers, Florida Page Field	0.00%	255	255		22.00	
Southwest	0.36%	19,621	18,861	1,812,528	3,224.24	2,926.46
Community Total	0.36%	19,876	19,116	1,812,528	3,246.24	2,926.46
Greensboro/ High Point/Winston North Carolina Greensboro/ High Point/Winston Winston Regional	0.36%	41,945	42,091	1,818,871	19,686.89	3,092.80
Smith-Reynolds	0.00%	19	1	430	0.51	
Community Total	0.36%	41,964	42,092	1,819,301	19,687.40	3,092.80
Hartford/Springfield/Westfield Connecticut Bradley Int'l.	0.43%	36,846	34,344	2,196,235	36,817.56	15,162.87
Tentschler	0.00%	1			6.00	
Community Total	0.43%	36,847	34,344	2,196,235	36,823.56	15,162.87
Indianapolis, Indiana Indianapolis Int'l.	0.56%	63,070	53,510	2,863,871	210,154.97	16,972.93

**Table 4.8**  
**Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail**  
**in Total Operations, All Service at Medium Air Traffic Hubs**  
**12 Months Ending December 31, 1994**

Community Airport Name	Percent of Enplane- ments	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Jacksonville, Florida						
Cecil Field NAS	0.00%	4		203		
Jacksonville Int'l.	0.34%	30,081	29,134	1,746,759	6,490.04	9,902.90
Jacksonville NAS	0.00%	531		8,578	5,436.38	
Craig Municipal	0.00%	256	255		110.45	
Community Total	0.35%	30,872	29,389	1,755,540	12,036.87	9,902.90
Kahului, Maui, Hawaii						
Kahului	0.51%	30,764	30,852	2,576,462	11,162.87	2,090.84
Kansas City, Missouri						
Kansas City Int'l.	0.84%	65,266	62,042	4,277,012	26,390.02	25,134.81
Kansas City Municipal	0.00%	810	638	7,159	705.46	0.08
Community Total	0.84%	66,076	62,680	4,284,171	27,095.48	25,134.89
Louisville, Kentucky						
Standiford Field	0.30%	53,635	26,828	1,537,738	18,740.05	6,985.15
Memphis, Tennessee						
Memphis Int'l.	0.68%	94,445	93,324	3,459,573	923,994.40	18,456.42
Memphis NAS	0.00%	5		106	107.25	
Community Total	0.68%	94,450	93,324	3,459,679	924,101.65	18,456.42
Milwaukee, Wisconsin						
General Mitchell Field	0.45%	43,854	42,309	2,313,217	22,990.71	9,809.96
Nashville, Tennessee						
Metropolitan	0.70%	57,809	57,497	3,582,530	14,888.77	10,515.01
New Orleans, Louisiana						
Alvin Callendar NAS	0.00%	2		96		
Lakefront	0.00%	6		497		
New Orleans Int'l.	0.77%	53,659	52,403	3,915,453	21,591.73	6,926.64
Community Total	0.77%	53,667	52,403	3,916,046	21,591.73	6,926.64
Norfolk/Virginia Beach/Portsmouth/ Chesapeake, Virginia						
Chambers NAS	0.00%	1,007		15,531	9,919.94	
Norfolk Regional	0.30%	27,373	27,299	1,547,007	6,386.30	6,361.25
Community Total	0.31%	28,380	27,299	1,562,538	16,306.24	6,361.25
Oklahoma City, Oklahoma						
Tinker AFB	0.00%	93		244	215.14	
Will Rodgers World	0.33%	28,006	26,522	1,656,837	11,527.51	5,547.59
Community Total	0.33%	28,099	26,522	1,657,081	11,742.65	5,547.59
Ontario/San Berdenio/Riverside, California						
March AFB	0.00%	54		7,061	202.59	
Ontario Int'l.	0.62%	49,730	44,016	3,140,180	25,537.28	10,952.87
Community Total	0.62%	49,784	44,016	3,147,241	25,739.87	10,952.87
Portland, Oregon						
Portland Int'l.	0.95%	88,363	86,273	4,837,125	52,477.33	21,702.44



**Table 4.8**  
**Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail**  
**in Total Operations, All Service at Medium Air Traffic Hubs**  
**12 Months Ending December 31, 1994**

Community Airport Name	Percent of Enplane- ments	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Raleigh/Durham, North Carolina						
Raleigh-Durham	0.74%	54,480	53,296	3,760,762	19,076.12	12,407.88
Reno, Nevada						
Reno Int'l.	0.46%	30,613	29,802	2,363,905	6,691.76	4,249.04
Sacramento, California						
McClellan AFB	0.00%	1		47		
Sacramento Metropolitan	0.55%	34,340	34,396	2,790,976	14,671.68	8,437.97
Community Total	0.55%	34,341	34,396	2,791,023	14,671.68	8,437.97
San Antonio, Texas						
Kelly AFB	0.00%	95		1,508	1,226.14	
San Antonio Int'l.	0.58%	43,774	42,688	2,944,867	13,503.51	10,583.79
Community Total	0.58%	43,869	42,688	2,946,375	14,729.65	10,583.79
San Jose California						
San Municipal	0.79%	53,455	55,525	4,021,987	33,249.52	5,098.41
San Juan, Puerto Rico						
Luis Moons Marin Int'l.	0.87%	56,723	54,542	4,414,434	100,504.41	4,442.71
Spokane, Washington						
Fairchild AFB	0.00%	2			10.46	
Felts Field	0.00%	252	255		119.40	
Spokane Int'l.	0.26%	34,200	34,412	1,321,996	11,943.85	3,598.08
Community Total	0.26%	34,454	34,667	1,321,996	12,073.71	3,598.08
Tucson, Arizona						
Davis Monthan AFB	0.00%	13		886	17.37	
Tucson INT'l.	0.31%	20,904	20,808	1,555,362	5,623.41	3,374.10
Community Total	0.31%	20,917	20,808	1,556,248	5,640.78	3,374.10
Tulsa, Oklahoma						
Tulsa Int'l.	0.30%	26,198	25,491	1,529,384	13,113.62	5,307.64
West Palm Beach/Palm Beach Florida						
Palm Beach Int'l.	0.52%	28,934	28,331	2,621,125	3,826.53	5,762.49
<b>Total, Medium Hubs</b>	<b>17.43%</b>	<b>1,471,377</b>	<b>1,398,144</b>	<b>88,601,244</b>	<b>2,022,282.18</b>	<b>344,200.23</b>

Table 4.9  
Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail  
in Total Operations, All Service at Small Air Traffic Hubs  
12 Months Ending December 31, 1994

Community Airport Name	Percent of Enplane- ments	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Albany, New York Albany County	0.17%	21,082	21,258	857,113	2,848.44	2,964.68
Allentown/Bethlehem/Easton, Pennsylvania Allentown-Bethlehem-Easton	0.07%	7,951	8,169	347,887	6,136.44	2,219.48
Amarillo/Borger, Texas Amarillo Air Terminal	0.09%	6,498	6,504	444,106	226.59	319.72
Asheville, North Carolina Asheville Municipal	0.05%	5,026	5,035	259,144	429.13	5.08
Atlantic City, New Jersey NAFEC Atlantic City/Pomona	0.05%	3,605	1,859	273,760	5.81	
Baton Rouge, Louisiana Ryan	0.06%	5,638	5,668	299,677	369.15	2,235.72
Billings, Montana Logan Field	0.06%	9,034	8,295	289,647	1,284.46	3,028.20
Birmingham, Alabama Birmingham Municipal	0.21%	20,796	20,301	1,045,671	9,551.45	6,519.47
Boise, Idaho Boise Air Terminal/Gowen Fiel	0.18%	22,063	22,127	901,538	10,265.70	2,260.40
Brownsville/Harlingen/San Benito, Texas Harlingen Industrial Park	0.09%	7,003	7,031	464,455	3,765.35	
South Padre Island Int'l.	0.01%	1,892	1,307	64,259	4,679.14	3.36
Community Total	0.10%	8,895	8,338	528,714	8,444.49	3.36
Burlington, Vermont Burlington Int'l.	0.05%	7,348	7,625	266,594	2,585.68	230.26
Cedar Rapids/Iowa City, Iowa Cedar Rapids Municipal	0.07%	10,778	10,478	341,720	13,253.24	4,379.11
Charleston, South Carolina Charleston AFB/Municipal	0.17%	14,974	14,114	855,451	11,876.74	1,181.87
Charlotte Amalie, St. Thomas, Virgin Islands Harry S Truman	0.11%	14,252	14,559	581,254	993.44	428.85
Colorado Springs, Colorado Peterson Filed	0.15%	11,551	11,558	747,580	6,158.61	2,136.49
Columbia, South Carolina Columbia Metropolitan	0.10%	9,345	8,318	504,382	9,431.69	2,563.53
Corpus Christi, Texas Corpus Christi Int'l.	0.09%	9,333	9,443	459,388	367.46	562.73
Corpus Christi NAS	0.00%	2		125	0.09	
Community Total	0.09%	9,335	9,443	459,513	367.55	562.73

**Table 4.9**  
**Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail**  
**in Total Operations, All Service at Small Air Traffic Hubs**  
**12 Months Ending December 31, 1994**

Community Airport Name	Percent of Enplane- ments	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Dayton, Ohio						
James M Cox/Dayton Int'l.	0.23%	35,133	23,256	1,163,097	97,933.75	5,599.83
Wright-Patterson AFB	0.00%	5		125	53.20	
Community Total	0.23%	35,138	23,256	1,163,222	97,986.95	5,599.83
Daytona Beach, Florida						
Daytona Beach Regional	0.08%	4,707	4,673	385,469	328.79	4.26
Des Moines, Iowa						
Des Moines Municipal	0.12%	13,764	10,973	608,554	9,522.85	11,947.93
Eugene Oregon,						
Mahlon Sweet Field	0.06%	8,101	8,176	311,013	912.58	1,080.71
Fairbanks, Alaska						
Eielson AFB	0.00%	7		499		
Fairbanks Int'l.	0.06%	7,204	7,261	300,131	4,986.54	8,418.29
Fort Wainwright	0.00%	9		75	52.94	
Community Total	0.06%	7,220	7,261	300,705	5,039.48	8,418.29
Fort Wayne, Indiana						
Municipal/Baer Field	0.05%	8,119	7,832	261,408	1,889.28	835.96
Grand Rapids, Michigan						
Kent County	0.14%	15,004	14,651	691,518	9,845.99	4,603.91
Greenville/Spartanburg, South Carolina						
Greenville Downtown	0.00%	4			2.73	
Greenville/Spartanburg	0.13%	13,296	13,069	651,364	5,511.45	2,577.78
Community Total	0.13%	13,300	13,069	651,364	5,514.18	2,577.78
Guam, Guam						
Agana Field	0.21%	8,697	8,446	1,056,556	24,026.36	2,745.24
Agana NAS	0.00%	1		215		
Anderson AFB	0.00%	94		1,610	653.86	
Community Total	0.21%	8,792	8,446	1,058,381	24,680.22	2,745.24
Harrisburg/York, Pennsylvania						
Harrisburg Int'l.	0.10%	10,578	10,271	520,913	12,440.57	3,402.36
Hilo, Hawaii, Hawaii						
General Lyman Field	0.14%	11,616	12,245	702,982	5,249.81	1,110.78
Huntsville, Alabama						
Madison County	0.07%	8,586	8,126	373,205	10,075.49	722.66
Indio/Palm Springs, California						
Palm SAprrings Municipal[pal	0.06%	4,604	4,581	300,281	93.02	1.75
Islip, Long Island, New York						
Long Island-MacArthur	0.09%	8,090	8,441	469,227	162.04	1,905.96
Jackson-Vicksburg, Mississippi						
Allen C. Thompson Field	0.06%	10,015	9,093	320,470	4,169.16	2,000.33
Kailua-Kona, Hawaii, Hawaii						
Ke-Ahole	0.22%	15,346	14,877	1,116,798	10,218.17	1,176.88

**Table 4.9**  
**Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail**  
**in Total Operations, All Service at Small Air Traffic Hubs**  
**12 Months Ending December 31, 1994**

Community Airport Name	Percent of Enplane- ments	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Knoxville, Tennessee Mc Ghee Tyson	0.11%	12,016	11,624	539,321	11,969.12	1,265.30
Lexington/Frankfort Kentucky Blue Grass	0.06%	8,958	9,023	312,565	403.15	1,236.83
Lihue, Kauai, Hawaii Lihue	0.22%	14,981	15,191	1,095,206	880.17	852.12
Little Rock, Arkansas Adams Field	0.22%	19,189	18,984	1,142,292	1,596.22	4,742.29
Lubbock, Texas Lubbock Int'l.	0.12%	12,358	12,422	600,156	8,757.81	37.32
Reese AFB	0.00%	4		609		
Community Total	0.12%	12,362	12,422	600,765	8,757.81	37.32
Madison, Wisconsin Truax Field	0.09%	11,160	11,537	475,147	2,794.45	2,763.90
Manchester/Concord, New Hampshire Municipal	0.07%	12,267	11,814	342,639	9,380.94	453.79
Melbourne, Florida Cape Kennedy Regional	0.06%	3,814	3,832	283,066	325.09	69.35
Midland/Odessa, Texas Midland/Odessa Field	0.11%	10,713	10,763	550,749	710.24	460.69
Mission/McAllen/Edinburg, Texas Miller Int'l.	0.06%	3,934	3,954	315,370	654.16	696.27
Mobile, Alabama/Pascagoula, Mississippi Bates Field	0.06%	9,602	9,446	316,442	3,595.61	204.31
MOB Aerospace	0.00%	39	12		10.52	
Community Total	0.06%	9,641	9,458	316,442	3,606.13	204.31
Myrtle Beach, South Carolina Grand Strand	0.00%	1	1			
Myrtle Beach AFB	0.05%	5,852	5,906	262,493	372.41	0.60
Community Total	0.05%	5,853	5,907	262,493	372.41	0.60
Newburgh, New York Stewart	0.07%	6,003	5,654	353,231	8,051.61	904.75
Omaha, Nebraska Eppley Airfield	0.23%	21,398	20,576	1,165,479	12,405.85	20,958.88
Pensacola, Florida Pensacola NAS	0.00%	362			4,600.85	
Pensacola Regional	0.08%	8,381	8,476	422,365	733.22	1,050.72
Community Total	0.08%	8,743	8,476	422,365	5,334.07	1,050.72
Portland, Maine Portland Int'l. Jetport	0.09%	12,569	13,264	460,596	3,653.46	1,037.54
Providence, Rhode Island Theodore Francis Green State	0.21%	19,775	20,409	1,081,215	3,016.37	3,179.26

**Table 4.9**  
**Aircraft Departures, Enplaned Revenue Passengers, and Enplaned Revenue Tons of Cargo and Mail**  
**in Total Operations, All Service at Small Air Traffic Hubs**  
**12 Months Ending December 31, 1994**

Community Airport Name	Percent of Enplane- ments	Aircraft Departures		Enplaned Passengers	Enplaned Revenue Tons	
		Total Performed	Scheduled		Freight	Mail
Richmond, Virginia Richard E. Byrd Flying Field	0.20%	21,160	19,255	1,025,179	16,421.08	4,905.73
Rochester, New York Rochester-Monroe County	0.21%	23,741	22,962	1,079,608	16,944.04	2,331.51
Saipan, Mariana Islands Saipan Int'l.	0.07%	5,631	5,468	360,470	8,717.63	175.93
Sarasota/Bradenton, Florida Sarasota-Bradenton	0.15%	9,757	9,621	778,330	584.17	189.07
Savannah, Georgia Hunter AFB	0.00%	53		5,259		
Savannah Int'l.	0.11%	8,231	8,246	536,313	1,932.55	955.36
Community Total	0.11%	8,284	8,246	541,572	1,932.55	955.36
South Bend, Indiana Michiana Regional	0.07%	11,090	11,634	378,231	6,010.35	905.03
Springfield, Missouri Springfield Regional	0.05%	10,001	9,633	258,250	1,419.65	10.14
Syracuse, New York Clarence E. Hancock	0.17%	24,673	24,305	858,834	11,465.64	3,729.55
Tallahassee, Florida Tallahassee Municipal	0.07%	8,335	8,414	379,674	2,070.49	872.46
White Plains, New York Westchester County	0.06%	9,448	10,308	320,589	9.24	0.12
Wichita, Kansas McConnell AFB	0.00%	14		187	68.95	
Mid-Continent	0.10%	13,908	13,067	504,870	10,767.85	2,948.88
Community Total	0.10%	13,922	13,067	505,057	10,836.80	2,948.88
<b>Total, Small Hubs</b>	<b>6.77%</b>	<b>710,569</b>	<b>685,421</b>	<b>34,443,996</b>	<b>432,680.08</b>	<b>136,111.28</b>

TABLE 4.10  
TOP 100 AIRPORTS IN  
RANK ORDER BY TOTAL ENPLANED PASSENGERS  
LARGE CERTIFICATED AIR CARRIERS  
SCHEDULED AND NONSCHEDULED OPERATIONS  
1994

Rank	Airport	Total Enplaned Passengers	Rank	Airport	Total Enplaned Passengers
1	Chicago (O'Hare), IL	29,970,255	51	West Palm Beach, FL	2,621,125
2	Atlanta, GA	25,669,559	52	Columbus, OH	2,589,423
3	Dallas/Ft. Worth (Regional), TX	25,435,330	53	Kahului, Maui, HI	2,576,462
4	Los Angeles, CA	19,885,450	54	Austin, TX	2,502,355
5	Denver, CO	14,788,640	55	Reno, NV	2,363,905
6	San Francisco, CA	14,451,891	56	Burbank, CA	2,362,948
7	Phoenix, AZ	12,451,569	57	Milwaukee, WI	2,313,217
8	Detroit, MI	12,256,251	58	Hartford, CT	2,196,235
9	Las Vegas, NV	11,997,567	59	El Paso, TX	1,870,163
10	Newark, NJ	11,863,730	60	Greensboro, NC	1,818,871
11	St. Louis, MO	11,602,815	61	Ft. Myers, FL	1,812,521
12	Minneapolis/St. Paul, MN	10,892,061	62	Jacksonville, FL	1,746,759
13	Miami, FL	10,831,532	63	Buffalo, NY	1,693,321
14	Boston, MA	10,667,886	64	Okalahoma City, OK	1,656,837
15	Seattle-Tacoma, WA	9,962,385	65	Tucson, AZ	1,555,362
16	New York (La Guardia), NY	9,805,780	66	Norfolk, VA	1,547,007
17	Houston (Intercontinental), TX	9,680,708	67	Louisville, KY	1,537,738
18	Charlotte, NC	9,384,480	68	Tulsa, OK	1,529,384
19	Orlando, FL	9,166,580	69	Anchorage, AK	1,514,265
20	Pittsburgh, PA	8,996,598	70	Spokane, WA	1,321,996
21	New York (John F. Kennedy), NY	8,907,598	71	Omaha, NE	1,165,479
22	Honolulu, HI	8,772,102	72	Dayton, OH	1,163,097
23	Salt Lake City, UT	7,828,969	73	Little Rock, AR	1,142,292
24	Philadelphia, PA	7,612,424	74	Kailua-Kona, Hawaii, HI	1,116,798
25	Washington (National), DC	6,982,998	75	Lihue, Kauai, HI	1,095,206
26	San Diego, CA	6,168,430	76	Providence, RI	1,081,215
27	Baltimore, MD	5,524,703	77	Rochester, NY	1,079,608
28	Cincinnati, OH	5,487,388	78	Guam, Guam	1,056,556
29	Tampa, FL	5,439,230	79	Birmingham, AL	1,045,671
30	Portland, OR	4,837,125	80	Richmond, VA	1,025,179
31	Cleveland, OH	4,830,570	81	Boise, ID	901,538
32	Ft. Lauderdale, FL	4,612,512	82	Syracuse, NY	858,834
33	San Juan, PR	4,414,434	83	Albany, NY	857,113
34	Kansas City, MO	4,277,012	84	Charleston, SC	855,451
35	Washington (Dulles Int'l), DC	4,230,348	85	Sarasota, FL	778,330
36	Chicago (Midway), IL	4,077,804	86	Colorado Springs, CO	747,580
37	San Jose, CA	4,021,987	87	Hilo, HI	702,982
38	Oakland, CA	4,009,040	88	Grand Rapids, MI	691,518
39	New Orleans, LA	3,915,453	89	Greenville, Spartanburg, SC	651,364
40	Houston (William P. Hobby), TX	3,914,206	90	Des Moines, IA	608,554
41	Raleigh/Durham, NC	3,760,762	91	Lubbock, TX	600,156
42	Nashville, TN	3,582,530	92	Charlotte Amalie, St. Thomas, VI	581,254
43	Memphis, TN	3,459,573	93	Midland, TX	550,749
44	Dallas (Love Field), TX	3,416,056	94	Knoxville, TN	539,321
45	Orange County, CA	3,189,008	95	Savannah, GA	536,313
46	Ontario, CA	3,140,180	96	Harrisburg, PA	520,913
47	San Antonio, TX	2,944,867	97	Wichita, KS	504,870
48	Albuquerque, NM	2,938,786	98	Columbia, SC	504,382
49	Indianapolis, IN	2,863,871	99	Madison, WI	475,147
50	Sacramento, CA	2,790,976	100	Islip, NY	469,227

## V. US CIVIL AIR CARRIER FLEET

The US air carrier fleet data shown in this chapter were developed from reports collected by the FAA field offices from the carriers detailing the number of aircraft by type used in air carrier service and their associated flight hours. The aircraft population here is not an inventory of the aircraft owned by the air carriers, but represents the aircraft reported to the FAA as being used in air carrier service.

The aircraft reported in this chapter are all aircraft carrying passengers or cargo for hire under 14 CFR 121 (large aircraft-more than 30 seats) and 14 CFR 135 (small aircraft-30 seats or less).

### DEFINITIONS

**Air Carrier--** An aircraft carrying passengers or cargo for hire or compensation.

**Air Taxi--** Carrying passengers or cargo for hire or compensation using small aircraft (30 seats or less) under FAR Part 135, excluding commuter air carrier.

**Commuter Air Carrier--** Carrying passengers for hire or compensation using small aircraft (30 seats or less) under FAR Part 135 performing at least five scheduled round trips per week or carries cargo/mail.

**Large Aircraft--** An air carrier aircraft with a seating capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds carrying passengers or cargo for hire or compensation.

**Small Aircraft--** An air carrier aircraft with a seating capacity 30 seats or less or a maximum payload capacity of 7,500 pounds or less carrying passengers or cargo for hire or compensation.

**These definitions only apply to this chapter.**

TABLE 5.1  
TOTAL AIRCRAFT REPORTED IN OPERATION  
BY AIR CARRIERS BY TYPE OF AIRCRAFT  
1985 - 1994

Year	Total	Fixed Wing					Total Rotary-Wing
		Total Fixed-Wing	Turbine			Piston	
			Total	Turbojet	Turboprop		
1985	4,678	4,673	4,240	3,164	1,076	433	5
1986	4,909	4,907	4,487	3,283	1,204	420	2
1987	5,250	5,237	4,816	3,575	1,241	421	13
1988	5,660	5,652	5,290	3,915	1,375	362	8
1989	5,778	5,771	5,418	3,942	1,476	353	7
1990	6,083	6,072	5,743	4,148	1,595	329	11
1991	6,054	6,048	5,765	4,167	1,598	283	6
1992	7,320	7,187	6,340	4,446	1,894	847	133
1993	7,297	7,173	6,452	4,584	1,868	721	124
1994	7,370	7,242	6,418	4,636	1,782	824	128

Note: Air carrier aircraft are aircraft carrying passengers or cargo for hire under 14 CFR 121 (large aircraft-more than 30 seats) and 14 CFR 135 (small Aircraft-30 seats or less). This definition is more encompassing than that used in the FAA Aviation Forecast-jet aircraft, 60 seats or more carrying passengers or cargo for hire.

Note: Beginning in 1987, the number of aircraft is the monthly average of the number of aircraft reported in use for the last three months of the year. Prior to 1987, it was the number of aircraft reported in use during December of the year.

Source: 1983 - 1991 Air Carrier Aircraft Utilization and Propulsion Reliability Report; Aviation Standards National Field Office, Federal Aviation Administration.  
Beginning in 1992 the source is the Vital Information System

\* Does not include the aircraft operated by the On-demand Air Taxis. These aircraft are shown below for 1994.

Piston multiengine	3,280
Piston single engine	3,017
Turboprop single engine	435
Turboprop-multitengine	1,347
Turbojet	1,182
Helicopter	2,086
Total	11,347



Table 5.2  
Aircraft Reported in Operation\*  
By Air Carrier, By Manufacturer and Model  
1985 - 1994

Aircraft Make and Model	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985
<b>Total</b>	<b>7,370</b>	<b>7,297</b>	<b>7,320</b>	<b>6,054</b>	<b>6,083</b>	<b>5,778</b>	<b>5,660</b>	<b>5,250</b>	<b>4,909</b>	<b>4,678</b>
<b>Turbojet--4-engine--Total</b>	<b>420</b>	<b>410</b>	<b>389</b>	<b>410</b>	<b>432</b>	<b>428</b>	<b>427</b>	<b>382</b>	<b>322</b>	<b>322</b>
Boeing B707	16	13	20	27	25	27	31	31	35	27
Boeing B747	186	183	178	184	190	180	171	156	150	151
British Aerospace Aircraft										
Group BAE146	15	20	23	17	44	53	57	57	25	29
Douglas DC8	203	194	168	182	173	168	168	138	112	115
<b>Turbojet--3-engine--Total</b>	<b>1,236</b>	<b>1,292</b>	<b>1,381</b>	<b>1,376</b>	<b>1,438</b>	<b>1,459</b>	<b>1,542</b>	<b>1,469</b>	<b>1,466</b>	<b>1,488</b>
Boeing B727	906	953	1,029	1,073	1,152	1,167	1,246	1,168	1,172	1,195
Douglas DC10/MD-11	244	239	239	203	185	185	184	185	180	179
Lockheed L1011	86	100	113	100	101	107	112	116	114	114
<b>Turbojet--2-engine--Total</b>	<b>2,980</b>	<b>2,882</b>	<b>2,676</b>	<b>2,381</b>	<b>2,278</b>	<b>2,055</b>	<b>1,946</b>	<b>1,724</b>	<b>1,495</b>	<b>1,354</b>
Airbus A300	63	58	58	63	67	63	57	52	52	46
Airbus A310	17	27	21	42	21	19	19	13	7	4
Airbus A320	86	75	54	35	10	11	---	---	---	---
Boeing B737	1,012	1,013	915	835	812	756	706	633	555	476
Boeing B757	395	375	328	234	199	146	122	95	73	48
Boeing B767	194	187	170	136	120	111	126	83	69	59
British Aircraft BAC111	---	---	---	1	3	---	30	39	45	32
Canadair CL-600	---	5	---	---	---	---	---	---	---	---
Cessna C500/C501	---	3	2	---	0	---	---	---	---	2
Cessna C550	---	---	---	---	7	5	---	---	---	---
Cessna C650	---	---	1	---	---	---	---	---	---	---
Dassault Falcon	---	---	---	2	---	---	---	---	---	---
Dassault MD10	---	---	---	---	---	---	---	---	---	---
Dassault MD20	---	---	---	---	---	---	---	---	---	2
Douglas DC9/MD-80	1,061	1,009	1,002	953	967	888	837	760	643	641
Fokker F28	148	129	117	75	68	53	47	47	50	41
Grumman G1159	---	---	1	3	1	---	---	---	---	---
Gulfstream G111	2	---	---	---	---	---	---	---	---	---
Israel Aircraft 1121	---	---	1	---	---	---	---	---	---	---
Learjet LR25	---	---	3	2	1	2	1	---	---	---
Learjet LR35	2	1	3	---	2	1	1	2	1	3
<b>Turboprop--4-engine--Total</b>	<b>87</b>	<b>102</b>	<b>107</b>	<b>75</b>	<b>88</b>	<b>96</b>	<b>95</b>	<b>102</b>	<b>96</b>	<b>108</b>
Canadair CL44	1	1	5	---	5	5	6	6	2	6
DeHavilland DHC7	27	38	40	33	40	41	39	41	40	42
Lockheed L188	41	45	44	24	24	30	30	34	33	38
Lockheed L382	18	18	18	18	19	20	20	21	21	22
<b>Turboprop--2-engine--Total</b>	<b>1,695</b>	<b>1,751</b>	<b>1,787</b>	<b>1,523</b>	<b>1,507</b>	<b>1,380</b>	<b>1,280</b>	<b>1,139</b>	<b>1,108</b>	<b>965</b>
Beech BE65	---	---	16	---	---	---	1	4	1	---
Beech BE90	1	3	1	---	---	---	1	4	---	3
Beech BE95	1	---	---	---	---	---	---	---	---	---
Beech BE99	41	29	39	32	54	53	84	52	95	103
Beech BE100	1	1	4	1	2	1	1	---	1	1
Beech BE200	7	9	11	8	16	10	7	5	2	1
Beech BE1900	281	251	231	167	147	109	80	48	60	42
British Aerospace Aircraft										
Group Jetstream	237	247	240	214	222	165	135	113	69	46
British Aerospace BA ATP	9	9	10	10	4	---	---	---	---	---
Cessna C425	---	2	1	---	---	---	---	---	---	---
Cessna C441	2	---	2	2	2	4	3	2	3	1
Construcciones Aeronauticas										

Table 5.2  
Aircraft Reported in Operation\*  
By Air Carrier, By Manufacturer and Model  
1985 - 1994

Aircraft Make and Model	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985
CA212	1	1	---	13	16	16	18	16	19	24
Convair CV580/640/600	29	16	19	37	33	58	72	77	91	100
DeHavilland DHC6	53	67	74	69	67	69	63	71	68	86
DeHavilland DHC8	142	120	115	81	74	64	44	34	26	10
Dornier DO228	7	13	13	31	32	34	33	18	12	6
Douglas DC3	---	---	---	---	---	---	---	---	---	1
Embraer EM110	15	14	16	23	48	59	77	97	91	79
Embraer EM120	223	217	195	167	156	105	62	36	16	---
Fairchild FH27	2	1	2	7	9	7	7	13	20	28
Fairchild FH227	---	---	---	3	3	4	11	8	7	8
Fokker F27	35	49	51	40	46	42	33	26	36	27
Grumman G73	5	---	5	4	7	5	7	---	---	---
Grumman G159	---	---	1	2	7	6	5	14	15	23
Grumman G500	---	---	---	---	---	---	1	---	---	---
McKinnon G-21	2	2	---	---	---	---	---	---	---	---
Mitsubishi MU2	---	---	10	1	1	---	---	1	6	3
Nihon YS11	25	25	31	22	21	21	22	36	36	42
Nord ND262	---	---	1	---	1	2	9	12	15	14
Piper 31T	1	79	99	8	8	12	9	6	5	4
Piper 42	1	---	1	1	---	---	---	---	---	---
Rockwell AC690	---	---	---	---	---	---	1	1	4	4
Saab-Fairchild SF340	202	209	195	153	109	85	68	51	34	17
Short SC7	5	6	6	2	2	---	---	---	1	1
Short SD3	63	74	88	93	103	118	110	110	110	77
S.N.I.A.S. ATR42	111	108	108	101	77	62	35	20	8	---
S.N.I.A.S. ATR72	44	27	14	---	---	---	---	---	---	---
Swearingen SA226	11	14	14	31	22	57	90	101	122	113
Swearingen SA227	138	158	174	200	218	212	191	163	135	101
<b>Turboprop--1-engine--Total</b>	<b>0</b>	<b>15</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
<b>Piston--4-engine--Total</b>	<b>19</b>	<b>22</b>	<b>20</b>	<b>26</b>	<b>31</b>	<b>35</b>	<b>36</b>	<b>38</b>	<b>32</b>	<b>38</b>
Douglas DC4	---	---	---	---	---	---	---	---	1	3
Douglas DC6	18	21	19	25	30	34	35	37	30	34
Douglas DC7	1	1	1	1	1	1	1	1	1	1
<b>Piston--3-engine--Total</b>	<b>5</b>	<b>---</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>4</b>
Britten Norman MK3	5	---	5	5	6	5	3	3	3	4
<b>Piston--2-engine--Total</b>	<b>335</b>	<b>293</b>	<b>415</b>	<b>252</b>	<b>292</b>	<b>313</b>	<b>323</b>	<b>380</b>	<b>385</b>	<b>394</b>
Aero Commander 500	2	---	---	---	---	---	---	---	---	---
Beech BE18	16	16	18	5	3	5	6	5	9	7
Beech BE36	---	---	5	---	---	1	3	---	---	---
Beech BE55	---	---	1	---	---	---	---	2	1	---
Beech BE58	5	6	14	4	4	6	15	7	4	9
Beech BE65	18	19	---	2	2	2	2	2	3	---
Beech BE76	---	---	---	---	---	---	---	---	2	3
Beech BE80	---	---	---	---	---	---	---	---	---	4
Beech BE95	---	1	3	1	1	1	3	---	---	---
Britten Norman BN2A	21	25	18	14	15	16	30	29	29	7
Cessna C210	---	---	6	---	---	---	---	---	---	---
Cessna C303T	---	---	---	---	---	---	1	1	1	1
Cessna C310	1	5	5	2	2	2	---	1	1	1
Cessna C320	---	1	1	---	---	---	---	---	---	---
Cessna C340	---	1	---	---	---	---	---	---	---	---
Cessna C401	1	1	1	1	1	1	4	---	---	---

Table 5.2  
Aircraft Reported in Operation\*  
By Air Carrier, By Manufacturer and Model  
1985 - 1994

Aircraft Make and Model	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985
Cessna C402	107	117	126	91	110	98	101	143	147	155
Cessna C404		---	3	1	1	1	4	4	6	5
Cessna C411		---	---	---	---	---	---	---	---	---
Cessna C414		---	1	1	1	---	---	---	2	1
Cessna C421		---	2	---	---	---	1	---	---	---
Convair CV240	20	23	19	13	11	9	9	10	9	12
Convair CV340/CV440	27	29	30	24	25	26	21	23	17	18
Curtiss-Wright C46		---	---	---	---	---	---	---	---	3
Douglas DC3	6	12	21	12	15	19	20	38	43	39
Grumman G21	4	5	7	---	---	---	---	---	---	3
Grumman G44	6	4	4	---	---	---	1	1	1	1
Grumman G73		6	---	---	2	3	4	12	11	3
Grumman G111		2	---	---	---	---	---	2	3	6
Martin M404		---	---	---	---	2	2	1	---	---
Partenavia PT68		---	---	---	---	---	---	2	---	---
Piper P23	12	11	16	8	9	9	9	11	9	3
Piper P28		---	18	---	---	---	---	---	---	---
Piper P30		---	---	---	---	---	---	---	---	---
Piper P31	79	---	---	66	81	100	71	77	73	100
Piper P32		---	78	4	2	2	2	2	---	---
Piper P34	9	8	16	3	7	9	12	4	9	12
Piper P44		---	1	---	---	---	1	1	1	1
Piper PA600	1	1	1	---	---	1	1	2	2	---
Piper PA1020T		---	---	---	---	---	---	---	2	---
<b>Piston--1-engine--Total</b>	<b>465</b>	<b>406</b>	<b>407</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>
<b>Helicopter--Total</b>	<b>128</b>	<b>124</b>	<b>133</b>	<b>6</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>5</b>

Note: Air carrier aircraft are aircraft carrying passengers or cargo for hire under 14 CFR 121 (large aircraft-more 30 seats) and 14 CFR 135 (small Aircraft--30 seats or less). This definition is mores encompassing than that in the FAA Aviation Forecast--jet aircraft, 60 seats pr more carring passengers or cargo for hire.

Note: Beginning in 1987, the number of aircraft is the monthly average of the number of aircraft reported in use for the last three months of the year. Prior to 1987, it was the number of aircraft reported in use in December of the year.

Source: 1983 - 1991 Air Carrier Aircraft Utilization and Propulsion Reliability Report; Aviation Standards National Field Office, Federal Aviation Administration. Beginning in 1992, Vital Information System

\*Excludes aircraft operated by the On-demand Air Taxis

Table 5.3  
Total Flight Hours for Aircraft Reported in Operation by Air Carriers  
By Manufacturer and Model  
1985 - 1994

Aircraft Make and Model	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985
<b>TOTAL</b>	<b>14,835,275</b>	<b>14,358,321</b>	<b>13,839,486</b>	<b>13,483,182</b>	<b>13,500,128</b>	<b>12,687,084</b>	<b>12,284,089</b>	<b>11,885,699</b>	<b>11,221,578</b>	<b>10,498,546</b>
<b>Turbojet-4-engine--Total</b>	<b>898,893</b>	<b>844,109</b>	<b>886,306</b>	<b>999,133</b>	<b>1,139,210</b>	<b>1,120,917</b>	<b>1,093,392</b>	<b>997,951</b>	<b>921,409</b>	<b>817,058</b>
Boeing B707	18,684	17,581	25,239	34,125	39,522	40,046	43,946	36,206	37,448	15,904
Boeing B747	554,706	559,776	584,095	630,850	680,668	643,231	620,327	575,426	559,137	537,954
British Aerospace Aircraft Group BAE147	22,608	29,630	43,261	49,806	94,574	121,415	128,339	125,918	92,431	52,452
Douglas DC8	302,895	237,122	233,711	284,352	324,446	316,225	300,780	260,401	232,393	210,748
<b>Turbojet-3-engine--Total</b>	<b>2,595,149</b>	<b>2,803,237</b>	<b>3,005,453</b>	<b>3,125,859</b>	<b>3,459,434</b>	<b>3,533,071</b>	<b>3,705,084</b>	<b>3,865,525</b>	<b>3,960,406</b>	<b>3,843,357</b>
Boeing B727	1,612,445	1,783,992	1,984,035	2,208,622	2,528,818	2,606,796	2,780,240	2,930,107	3,036,233	2,989,848
Douglas DC10/MD11	670,504	713,760	700,964	613,916	587,954	589,989	583,558	566,751	580,200	529,073
Lockheed L1011	312,200	305,485	320,454	303,321	342,662	336,286	341,286	368,667	343,973	324,436
<b>Turbojet-2-engine--Total</b>	<b>8,235,199</b>	<b>7,465,461</b>	<b>6,735,753</b>	<b>6,286,850</b>	<b>5,999,153</b>	<b>5,295,578</b>	<b>4,951,466</b>	<b>4,575,179</b>	<b>4,057,267</b>	<b>3,568,486</b>
Airbus A300	165,377	157,636	152,677	166,833	177,996	158,716	150,603	156,947	150,898	131,904
Airbus A310	52,586	78,733	84,523	79,073	80,040	76,537	61,663	27,234	17,054	5,613
Airbus A320	273,254	222,048	161,745	81,881	27,290	8,523	---	---	---	---
Boeing B737	2,780,159	2,549,653	2,365,822	2,318,936	2,253,106	2,039,117	1,859,347	1,730,473	1,489,831	1,312,425
Boeing B757	1,202,815	1,080,217	879,069	666,430	549,289	359,955	321,369	270,729	195,957	108,320
Boeing B767	779,585	678,602	526,801	499,962	429,958	412,183	367,591	274,429	223,227	192,467
British Aircraft BAC111	68	7	236	159	630	27,611	65,095	84,642	68,908	73,873
Canadair CL-600	45,455	9,560	---	---	---	---	---	---	---	---
Cessna C500/C501	---	---	---	---	---	---	---	54	50	546
Cessna C550	---	---	---	---	10,073	3,237	---	---	---	---
Dassault Falcon	390	---	---	278	---	---	---	---	---	---
Dassault MD10	---	593	53	---	---	---	---	---	---	2,262
Dassault MD20	---	1,349	2,002	---	---	---	---	---	---	4,336
Douglas DC9/MD80	2,596,561	2,438,151	2,365,520	2,317,321	2,323,334	2,106,800	2,035,672	1,931,391	1,809,888	1,655,353
Fokker F28	335,222	247,235	196,582	155,122	145,547	101,421	88,682	97,727	98,918	73,494
Grumman G1159	529	720	270	413	60	---	47	---	---	334
Hamberger Flugzeugbau HFB320	2,934	433	---	---	---	---	---	---	---	---
Learjet LR25	264	524	453	291	384	482	44	---	---	---
Learjet LR35	---	---	---	151	1,446	996	1,353	1,553	2,536	7,559
<b>Turboprop-4-engine-- Total</b>	<b>83,600</b>	<b>95,441</b>	<b>106,657</b>	<b>138,463</b>	<b>164,771</b>	<b>175,469</b>	<b>154,747</b>	<b>181,424</b>	<b>169,884</b>	<b>209,197</b>
Canadair CL44	519	76	1,409	1,892	5,896	6,527	8,427	9,355	8,687	9,147
DeHavilland DHC7	39,162	56,297	54,362	58,579	76,007	86,434	76,027	91,899	73,524	98,315
Lockheed L188	14,503	13,113	15,230	28,543	32,286	31,457	23,691	33,618	38,019	44,765
Lockheed L382	29,416	25,955	35,656	49,449	50,582	51,051	46,602	46,552	49,654	56,597
Vickers V745	---	---	---	---	---	---	---	---	---	373
<b>Turboprop-2-engine-- Total</b>	<b>2,819,079</b>	<b>3,020,638</b>	<b>2,981,344</b>	<b>2,734,707</b>	<b>2,508,271</b>	<b>2,335,386</b>	<b>2,118,066</b>	<b>1,943,532</b>	<b>1,720,179</b>	<b>1,616,425</b>
Aero Commander AC680	2,009	---	---	---	---	---	---	---	---	---
Beech BE65	---	---	---	---	---	---	---	596	639	---
Beech BE90	218	---	---	---	---	40	374	303	158	360
Beech BE99	34,891	30,326	26,827	60,176	51,481	86,255	125,247	141,691	175,543	199,736
Beech BE100	702	640	627	787	828	934	769	803	259	806
Beech BE200	262	5,026	12,196	12,751	31,140	15,134	9,679	3,625	970	3,541
Beech BE1900	347,749	440,936	397,510	323,440	238,129	196,469	153,473	135,960	107,128	73,211
Beech STC18	---	---	---	---	---	---	---	---	982	---
British Aerospace Aircraft Group Jetstream	432,356	442,489	434,103	391,062	307,585	274,357	252,253	188,315	108,723	60,492
British Aerospace BA ATP	16,978	11,743	17,156	13,762	3,778	---	---	---	---	---
Cessna C441	1,355	1,452	1,200	1,588	2,782	3,713	4,948	3,874	1,364	1,745
Construcciones Aeronauticas C	7,593	880	10,390	16,240	22,574	21,710	23,610	21,643	19,891	24,886
Concair CV580/CV640/ CV600	20,948	19,266	20,125	21,709	23,534	38,641	63,141	82,371	100,288	113,063
DeHavilland DHC6	64,389	93,794	88,275	95,433	103,670	107,403	113,810	122,783	113,958	162,340
DeHavilland DHC8	270,171	287,442	242,447	174,306	160,925	127,911	80,964	55,680	36,835	7,362
Dornier DO228	6,258	23,121	27,448	59,906	72,680	57,357	56,580	26,032	16,044	12,306
Dornier DO328	9,952	---	---	---	---	---	---	---	---	---
Douglas DC3	---	---	34	---	---	---	531	---	---	1,478
Embraer EM110	29,142	28,205	32,270	47,802	85,513	124,773	148,880	177,781	149,585	156,363

Table 5.3  
Total Flight Hours for Aircraft Reported in Operation by Air Carriers  
By Manufacturer and Model  
1985 - 1994

Aircraft Make and Model	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985
Embraer EM120	495,699	480,408	452,114	383,804	310,440	211,897	114,296	66,054	18,838	---
Fairchild FH27	24,935	923	3,315	2,187	4,605	4,709	9,821	13,502	31,232	36,440
Fairchild FH227	---	---	269	1,030	1,509	4,209	12,169	11,787	13,244	14,491
Fokker F27	---	33,394	49,413	61,698	65,309	60,371	50,645	59,910	61,144	40,521
GAF Nomad N22	---	---	1,236	---	---	---	---	---	---	---
Grumman G73	2,209	2,384	2,311	2,562	1,968	6,328	10,036	---	---	---
Grumman G159	26	277	288	1,499	9,348	9,669	7,139	15,177	23,328	23,911
Grumman G500	994	---	---	---	---	88	93	---	---	---
Hawker-Siddeley HS748	---	---	---	---	---	---	---	---	---	2,500
Mitsubishi MU2	220	512	217	222	142	---	88	256	2,980	1,390
Nihon YS11	7,802	11,272	11,868	14,071	14,254	16,003	17,645	38,093	46,268	53,707
Nomad N24	---	---	---	1,160	---	---	1,907	---	---	---
Nord ND262	---	476	---	100	487	898	11,132	23,313	24,860	20,604
Piper 31T	1,059	49,949	53,249	8,256	9,024	11,410	8,232	5,656	4,865	7,003
Piper 42	393	---	---	---	---	---	---	---	---	---
Rockwell AC690	---	---	---	---	---	---	4	476	3,057	3,076
Saab-Fairchild SF340	439,067	409,336	395,691	287,144	197,149	171,936	152,177	98,616	56,392	20,627
Short SC7	1,339	1,278	1,221	1,454	964	112	---	---	101	315
Short SD3	73,218	110,407	138,658	167,255	203,871	192,509	183,422	217,177	184,680	178,862
S.N.I.A.S. ATR42	219,896	208,454	180,742	174,754	142,741	120,074	60,029	27,943	5,923	---
S.N.I.A.S. ATR72	78,356	42,120	21,681	---	---	---	---	---	---	---
Swearingen SA226	16,134	19,989	18,837	33,583	52,104	97,484	144,032	163,994	185,243	217,667
Swearingen SA227	212,759	264,141	339,626	374,966	389,737	372,992	300,940	240,121	225,657	177,622
Turboprop-1-engine--										
Total	12,365	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Piston-4-engine--Total	14,976	15,315	15,780	21,044	22,919	24,538	25,083	24,367	24,909	30,854
DeHavilland DH114	---	---	---	---	---	---	---	---	---	2,626
Douglas DC4	---	---	419	---	266	---	---	---	1,038	1,512
Douglas DC6	14,554	14,297	15,072	20,465	21,979	23,418	24,055	23,405	23,049	26,039
Douglas DC7	422	1,018	289	579	674	1,120	1,028	962	822	677
Piston-3-engine--Total	1,767	2,680	2,665	3,786	4,664	3,229	2,831	2,477	1,716	5,470
Britten Norman MK3	1,767	2,680	2,665	3,786	4,664	3,229	2,831	2,477	1,716	5,470
Piston-2-engine--Total	171,807	108,289	101,145	168,388	193,646	194,168	229,150	291,397	360,823	402,377
Aero Commander AC500	---	---	---	---	---	---	13	---	6	28
Aero Commander AC600	---	---	---	---	---	---	70	---	---	---
Beech BE18	2,292	1,968	1,984	1,658	1,218	1,157	466	578	345	3,015
Beech A36TC	---	---	---	---	---	1,083	1,040	659	---	---
Beech BE55	226	---	295	---	---	---	---	---	194	---
Beech BE58	934	1,735	117	3,665	1,823	2,285	2,498	2,165	1,727	4,262
Beech BE65	---	304	---	1,042	2,408	2,355	3,940	2,181	5,252	---
Beech BE76	---	---	---	---	---	---	---	28	142	525
Beech BE80	9,303	---	772	---	---	---	---	---	---	7,031
Beech BE95	33	299	99	341	442	435	899	635	---	---
Britten Norman BN2A	6,220	8,687	11,213	10,288	11,379	15,033	18,129	19,729	26,166	22,774
Cessna C207T	---	---	---	---	---	639	---	---	---	---
Cessna C210T	159	---	---	---	---	---	---	---	---	---
Cessna C303T	---	---	---	---	---	---	67	6	---	237
Cessna C310	---	238	1,080	376	1,135	573	---	440	490	372
Cessna C320	---	---	---	---	---	---	---	---	---	8
Cessna C340	---	---	1,028	---	---	---	134	---	---	---
Cessna C401	---	---	---	770	1,032	1,632	376	---	---	---
Cessna C402	88,978	83,186	75,030	74,396	86,705	86,012	104,933	139,843	184,470	191,070
Cessna C404	430	603	---	462	468	837	2,321	4,022	4,959	4,562
Cessna C411	---	---	---	---	---	---	---	---	---	102
Cessna C414	201	---	104	133	50	---	11	189	1,279	523
Cessna C421	---	---	---	---	---	26	89	---	---	46
Convair CV240	2,062	1,518	1,354	3,618	2,950	3,045	3,694	2,967	3,106	6,284
Convair CV340/CV440	4,118	2,825	2,468	6,316	6,189	6,820	6,229	6,384	5,584	4,664
Curtiss-Wright C46	---	---	---	---	---	---	---	---	411	1,104
Douglas DC3	3,399	3,512	2,075	3,702	5,279	7,389	14,680	21,485	25,971	25,916
Fairchild C82	---	---	---	---	---	---	---	---	---	6
Grumman G21	---	---	---	---	---	---	---	---	787	1,861

Table 5.3  
Total Flight Hours for Aircraft Reported in Operation by Air Carriers  
By Manufacturer and Model  
1985 - 1994

Aircraft Make and Model	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985
Grumman G44	---	---	---	---	---	---	---	---	56	110
Grumman G73	---	---	151	---	93	1,191	1,887	11,178	10,411	7,979
Grumman G111	---	---	---	---	---	---	---	1,712	3,476	3,207
Martin M404	---	---	---	---	---	---	127	10	---	217
Partenavia PT68	---	---	---	---	---	---	13	1,362	---	---
Piper P23	1,027	2,616	2,230	2,495	3,217	3,419	4,024	5,100	4,113	6,308
Piper P30	---	---	---	---	---	---	---	---	---	17
Piper P31	51,747	---	---	56,405	66,000	56,781	61,016	67,554	72,782	102,855
Piper P32	411	479	761	933	350	530	768	698	---	---
Piper P34	267	319	384	1,702	2,865	2,895	1,266	981	7,352	7,255
Piper P44	---	---	---	86	---	20	354	524	418	39
Piper PA600	---	---	---	---	43	11	106	409	321	---
Piper PA1020T	---	---	---	---	---	---	---	558	1,005	---
Piston--1-engine--Total	NA	NA	927	NA	NA	NA	NA	NA	NA	NA
Helicopter--Total	2,440	3,151	3,456	4,952	8,060	4,728	4,270	3,847	4,985	5,322

Note: Air carrier aircraft are aircraft carrying passengers or cargo for hire under 14 CFR 121 (large aircraft-more than 30 seats) and 14 CFR 135 (small Aircraft--30 seats or less). This definition is more encompassing than that used in the FAA Aviation Forecast--jet aircraft, 60 seats or more carrying passengers or cargo for hire.

Table 5.4  
Total Large Aircraft Reported in Operation by Air Carriers  
By Carrier, and By Engine Type  
1994

Name of Carrier	Total All Air- CRAFT	Turbojet				Turboprop			Piston			Rotary Wing
		Total	4-eng	3-eng	2-eng	Total	4-eng	2-eng	Total	4-eng	2-eng	
<b>Total</b>	<b>5,406</b>	<b>4,632</b>	<b>420</b>	<b>1,236</b>	<b>2,976</b>	<b>708</b>	<b>87</b>	<b>621</b>	<b>56</b>	<b>19</b>	<b>37</b>	<b>-</b>
ABX Air Inc. dba Airborne Express	94	83	28	--	55	11	--	11	--	--	--	--
Aerial Transit Co	1	1	1	--	--	--	--	--	--	--	--	--
Air Cargo Express Inc.	1	--	--	--	--	--	--	--	1	1	--	--
Air South Inc.	4	4	--	--	4	--	--	--	--	--	--	--
Air Wisconsin Airlines dba United Express	12	12	12	--	--	--	--	--	--	--	--	--
Airmark Aviation Inc. dba Transtar Airlines	14	14	--	--	14	--	--	--	--	--	--	--
Alaska Airlines Inc.	64	64	--	--	64	--	--	--	--	--	--	--
Allegheny Airlines Inc. dba Allegheny Commuter	30	--	--	--	--	30	--	30	--	--	--	--
Aloha Airlines Inc.	16	16	--	--	16	--	--	--	--	--	--	--
America West Airlines Inc.	85	85	--	--	85	--	--	--	--	--	--	--
American Airlines Inc.	680	680	--	162	518	--	--	--	--	--	--	--
American Int'l. Airways Inc. dba Asia Pacific Int'l.	30	30	23	7	--	--	--	--	--	--	--	--
American Trans Air Inc.	31	31	--	23	8	--	--	--	--	--	--	--
AmeriJet International Inc.	11	11	--	11	--	--	--	--	--	--	--	--
Arrow Air Inc.	20	20	12	8	--	--	--	--	--	--	--	--
Atlantic Coast Airlines	12	--	--	--	--	12	--	12	--	--	--	--
Atlantic Southeast Airlines Inc.	13	--	--	--	--	13	1	12	--	--	--	--
Atlas Air Inc.	6	6	6	--	--	--	--	--	--	--	--	--
Basler Turbo Conversions	2	--	--	--	--	1	--	1	1	--	1	--
Buffalo Airways Inc.	12	11	11	--	--	1	1	--	--	--	--	--
Business Express Inc.	40	3	3	--	--	37	--	37	--	--	--	--
Capitol Air Express	1	1	--	1	--	--	--	--	--	--	--	--
Carnival Air Lines Inc.	22	22	--	1	21	--	--	--	--	--	--	--
CCair Inc. dba Piedmont Commuter & USAir Express	13	--	--	--	--	13	--	13	--	--	--	--
Challenge Air Cargo Inc.	4	4	1	--	3	--	--	--	--	--	--	--
Comair Inc.	17	--	--	--	--	17	--	17	--	--	--	--
Condor Aviation Inc.	1	--	--	--	--	--	--	--	1	--	1	--
Continental Airlines Inc. dba New York Airlines	303	303	5	75	223	--	--	--	--	--	--	--
Continental Express Inc.	49	--	--	--	--	49	5	44	--	--	--	--
Continental Micronesia Inc.	13	13	--	13	--	--	--	--	--	--	--	--
Corporate Air	3	--	--	--	--	3	--	3	--	--	--	--
Delta Air Lines Inc.	547	547	--	201	346	--	--	--	--	--	--	--
DHL Airways Inc. dba DHL Worldwide Express	21	21	3	18	--	--	--	--	--	--	--	--
Eastern Air Lines Inc.	4	4	--	--	4	--	--	--	--	--	--	--
Emery Worldwide Airlines Inc.	36	36	36	--	--	--	--	--	--	--	--	--
Empire Airlines Inc. dba Mahalo Air & Capitol Air	11	--	--	--	--	11	--	11	--	--	--	--
ERA Aviation Inc.	6	--	--	--	--	3	--	3	3	--	3	--
Evergreen Int'l. Airlines Inc.	23	23	10	5	8	--	--	--	--	--	--	--
Executive Airlines Inc. dba American Eagle	28	--	--	--	--	28	--	28	--	--	--	--
Executive Flight Management dba Trans American Charter	1	1	--	--	1	--	--	--	--	--	--	--
Express One Int'l. Inc.	42	42	--	34	8	--	--	--	--	--	--	--

Table 5.4  
Total Large Aircraft Reported in Operation by Air Carriers  
By Carrier, and By Engine Type  
1994

Name of Carrier	Total All Air- CRAFT	Turbojet				Turboprop			Piston			Rotary Wing
		Total	4-eng	3-eng	2-eng	Total	4-eng	2-eng	Total	4-eng	2-eng	
Federal Express Corp.	216	216	6	203	7	--	--	--	--	--	--	--
Fine Airlines Inc.	12	12	12	--	--	--	--	--	--	--	--	--
Flagship Airlines Inc. dba American Eagle	94	--	--	--	--	94	--	94	--	--	--	--
Flight Trails dba Air Resorts Airlines	6	--	--	--	--	6	--	6	--	--	--	--
Florida West Airlines Inc.	5	5	5	--	--	--	--	--	--	--	--	--
Frontier Airlines Inc.	5	5	--	--	5	--	--	--	--	--	--	--
Grand Airways Inc.	2	2	--	--	2	--	--	--	--	--	--	--
H C L Aviation Inc. dba AV Atlantic	4	4	--	4	--	--	--	--	--	--	--	--
Hawaiian Airlines Inc.	18	18	--	5	13	--	--	--	--	--	--	--
Horizon Air Industries Inc.	31	8	--	--	8	23	--	23	--	--	--	--
International Charter Express	21	21	21	--	--	--	--	--	--	--	--	--
Kitty Hawk Air cargo Inc.	16	4	--	1	3	12	--	12	--	--	--	--
Kiwi Int'l. Air Lines Inc.	12	12	--	12	--	--	--	--	--	--	--	--
Mahalo Air Inc.	6	--	--	--	--	6	--	6	--	--	--	--
Markair Express Inc.	4	--	--	--	--	4	4	--	--	--	--	--
Markair Inc.	31	31	--	--	31	--	--	--	--	--	--	--
Mesa Airlines dba Mountain West Airlines/ Liberty Express	12	--	--	--	--	12	--	12	--	--	--	--
Mesaba Aviation Inc. dba Mesaba Northwest Airlines	26	--	--	--	--	26	--	26	--	--	--	--
MGM Grand Air Inc.	6	6	3	3	--	--	--	--	--	--	--	--
Miami Air International Inc.	4	4	--	4	--	--	--	--	--	--	--	--
Midway Airlines Corporation	5	5	--	--	5	--	--	--	--	--	--	--
Midwest Express Airlines Inc.	19	19	--	--	19	--	--	--	--	--	--	--
Million Air Inc.	4	4	4	--	--	--	--	--	--	--	--	--
Morris Air Corporation	13	13	--	--	13	--	--	--	--	--	--	--
Mountain Air Cargo Inc.	22	--	--	--	--	22	--	22	--	--	--	--
Nations Air Express Inc. dba Miami Air Charter	1	--	--	--	--	--	--	--	1	--	1	--
North American Airlines	2	2	--	--	2	--	--	--	--	--	--	--
Northern Air Cargo Inc.	14	--	--	--	--	--	--	--	14	14	--	--
Northwest Airlines Inc.	361	361	41	84	236	--	--	--	--	--	--	--
Omni Air Express Inc.	3	3	--	3	--	--	--	--	--	--	--	--
Paradise Island Airlines Inc.	5	--	--	--	--	5	5	--	--	--	--	--
Patriot Airlines	1	1	--	1	--	--	--	--	--	--	--	--
Phoenix Leasing Corp. dba Mid Pacific Air/Reno Air Express	8	--	--	--	--	8	--	8	--	--	--	--
Piedmont Airlines Inc. dba Henson Aviation/USAir Express	44	--	--	--	--	44	5	39	--	--	--	--
Polar Air Cargo Inc.	9	9	9	--	--	--	--	--	--	--	--	--
Private Jet Expeditions Inc.	7	7	--	1	6	--	--	--	--	--	--	--
Reeve Aleutian Airways Inc.	41	12	--	12	--	29	23	6	--	--	--	--
Reno Air Inc.	21	21	--	--	21	--	--	--	--	--	--	--
Renown Aviation Inc.	11	--	--	--	--	4	1	3	7	--	7	--
Rhoades Aviation Inc.	7	--	--	--	--	1	--	1	6	--	6	--
Rich Int'l. Airways Inc.	10	10	4	6	--	--	--	--	--	--	--	--
Ross Aviation Inc.	1	--	--	--	--	1	1	--	--	--	--	--
Ryan Int'l. Airlines Inc.	33	33	--	27	6	--	--	--	--	--	--	--



Table 5.4  
Total Large Aircraft Reported in Operation by Air Carriers  
By Carrier, and By Engine Type  
1994

Name of Carrier	Total All Air- Craft	Turbojet				Turboprop			Piston			Rotary Wing
		Total	4-eng	3-eng	2-eng	Total	4-eng	2-eng	Total	4-eng	2-eng	
Salair Inc. dba Classic Airlines	3	--	--	--	--	2	--	2	1	--	1	--
Shuttle Inc. dba USAir Shuttle	12	12	--	12	--	--	--	--	--	--	--	--
Sierra Pacific Airlines Inc.	6	2	--	--	2	2	--	2	2	--	2	--
Simmons Airlines Inc. dba American Eagle	75	--	--	--	--	75	--	75	--	--	--	--
Southern Air Transport Inc. dba Polar Air Cargo	24	6	6	--	--	18	18	--	--	--	--	--
Southwest Airlines Co	187	187	--	--	187	--	--	--	--	--	--	--
Spirit Airlines Inc.	7	7	--	--	7	--	--	--	--	--	--	--
Sportsflight Airways	14	14	--	14	--	--	--	--	--	--	--	--
Sun Country Airlines Inc.	4	4	--	4	--	--	--	--	--	--	--	--
Sun Jet Int'l. Airlines Inc.	5	5	--	--	5	--	--	--	--	--	--	--
Surplus Air Inc.	1	1	--	--	1	--	--	--	--	--	--	--
Target Airways Ltd dba Great American Airways	5	5	--	--	5	--	--	--	--	--	--	--
TEM Enterprises Inc. dba Casino Express	2	2	--	--	2	--	--	--	--	--	--	--
Tower Air Inc. dba Trustair	15	15	15	--	--	--	--	--	--	--	--	--
Trans Air Link Corp.	4	--	--	--	--	--	--	--	4	4	--	--
Trans Continental Airlines Inc.	1	1	1	--	--	--	--	--	--	--	--	--
Trans Florida Airlines Inc.	12	--	--	--	--	--	--	--	12	--	12	--
Trans States Airlines Inc. dba Trans World Express & USAir Express	9	--	--	--	--	9	--	9	--	--	--	--
Trans World Express Inc.	218	201	13	72	116	17	6	11	--	--	--	--
UFS Inc. dba United Express	9	--	--	--	--	9	--	9	--	--	--	--
Ultrair Inc.	8	8	--	8	--	--	--	--	--	--	--	--
United Air Lines Inc.	552	552	58	123	371	--	--	--	--	--	--	--
United Parcel Service Co	174	174	68	56	50	--	--	--	--	--	--	--
USA Jet Airlines Inc.	3	3	--	--	3	--	--	--	--	--	--	--
USAfrica	2	2	--	2	--	--	--	--	--	--	--	--
USAir Inc.	434	434	--	6	428	--	--	--	--	--	--	--
Valujet Airlines Inc.	17	17	--	--	17	--	--	--	--	--	--	--
Vanguard Airlines Inc.	3	3	--	--	3	--	--	--	--	--	--	--
Viking Int'l Airlines Inc. dba Eagle Airlines	3	3	--	--	3	--	--	--	--	--	--	--
Viscount Air Service Inc.	19	19	--	3	16	--	--	--	--	--	--	--
Westates Airlines Inc.	4	--	--	--	--	1	--	1	3	--	3	--
Wings West Airlines Inc. dba American Eagle	32	--	--	--	--	32	--	32	--	--	--	--
World Airways Inc.	10	10	--	10	--	--	--	--	--	--	--	--
Worldwide Airline Services Inc. dba Leisure Air	5	5	--	--	5	--	--	--	--	--	--	--
Wrangler Aviation Inc.	1	1	--	1	--	--	--	--	--	--	--	--
Zantop Int'l. Airlines Inc.	30	3	3	--	--	17	17	--	--	--	--	--

Note: Air carrier aircraft are aircraft carrying passengers or cargo for hire under 14 CFR 121 (large aircraft-more than 30 seats) and 14 CFR 135 (small aircraft--30 seats or less). This definition is more encompassing than that used in the FAA Aviation Forecast--jet aircraft, 60 seats or more carrying passengers or cargo for hire.

Source: Vital Information System

**Table 5.5**  
**Total Small Aircraft Reported in Operation By Commuter Air Carriers**  
**By Carrier and by Engine Type**  
**1994**

Name of Carrier	Total All Air- CRAFT	Turbojet		Turboprop		Piston				Rotary Wing
		Total	2-eng	Total	2-eng	Total	3-eng	2-eng	1-eng	
<b>Total</b>	<b>1,964</b>	<b>4</b>	<b>4</b>	<b>1,074</b>	<b>1,074</b>	<b>758</b>	<b>5</b>	<b>288</b>	<b>465</b>	<b>128</b>
41 Mile Air Ltd.	17	--	--	--	--	16	--	1	15	1
Air Alpha Inc.	1	--	--	--	--	1	--	1	--	--
Air LA Inc.	6	--	--	6	6	--	--	--	--	--
Air Midwest Inc. dba USAir Express	17	--	--	17	17	--	--	--	--	--
Air Molokai Inc.	3	--	--	--	--	3	--	3	--	--
Air Nevada Airlines Inc.	9	--	--	--	--	9	--	9	--	--
Air St. Thomas dba Air Charters/ AAA Air Charter	7	--	--	--	--	7	1	6	--	--
Air Sunshine Inc.	6	--	--	1	1	5	--	5	--	--
Airvantage Inc.	4	--	--	4	4	--	--	--	--	--
Airways International Inc.	22	--	--	2	2	20	--	20	--	--
Alaska Central Express dba Yutana Airlines	4	--	--	--	--	4	--	1	3	--
Alaska Island Air Inc.	9	--	--	--	--	9	--	3	6	--
Alaska Juneau Aeronautics dba Wings of Aalaska	20	--	--	--	--	20	--	--	20	--
Aloha Islandair Inc. dba Islandair	8	--	--	8	8	--	--	--	--	--
Alpha Aviation Inc. dba TW Express	3	--	--	3	3	--	--	--	--	--
Alpine Aviation Inc.	24	--	--	13	13	11	--	6	5	--
Arctic Circle Air Service Inc.	12	--	--	2	2	10	--	2	8	--
Arizona Airways Inc.	6	--	--	6	6	--	--	--	--	--
Astral Aviation Inc. dba Skyway Airlines	12	--	--	12	12	--	--	--	--	--
Atlantic Coast Airlines	44	--	--	44	44	--	--	--	--	--
Atlantic Southeast Airlines Inc.	71	--	--	71	71	--	--	--	--	--
Avi Inc. dba Air Vegas	12	--	--	4	4	8	--	5	3	--
Aviation Services Ltd. dba Freedom Air	8	--	--	1	1	7	--	1	6	--
Baker Aviation Inc.	8	--	--	1	1	7	--	3	4	--
Bellair Inc.	2	--	--	--	--	2	--	--	2	--
Bemidji Aviation Services Inc.	23	--	--	4	4	19	--	16	3	--
Bering Air Inc.	17	--	--	1	1	16	--	11	5	--
Bidzy Ta Hot Aana Corp. dba Tanana Air Service	5	--	--	--	--	5	--	--	5	--
Big Sky Transportation Co.	6	--	--	5	5	1	--	1	--	--
Business Express Inc.	26	--	--	26	26	--	--	--	--	--
Cape Smythe Air Service Inc.	19	--	--	6	6	13	--	4	9	--
Capitol Air Inc.	2	--	--	2	2	--	--	--	--	--
Caribbean Int'l. Airlines Inc. dba Caribair	3	--	--	--	--	3	--	3	--	--
CCair dba USAir Express/ Piedmont Commuter	14	--	--	14	14	--	--	--	--	--
Champlain Enterprises Inc. dba Commutair/USAir Express	26	--	--	26	26	--	--	--	--	--
Chautauqua Airlines dba USAir Express	18	--	--	18	18	--	--	--	--	--
Chicago Express Airlines Inc.	10	--	--	10	10	--	--	--	--	--
Coastal Air Transport Inc.	1	--	--	--	--	1	--	1	--	--
Colgan Air Inc.	6	--	--	6	6	--	--	--	--	--
Comair Inc.	48	--	--	48	48	--	--	--	--	--
Conquest Airlines Corp.	11	--	--	11	11	--	--	--	--	--
Continental Express Inc.	33	--	--	33	33	--	--	--	--	--
Direct Air Inc.	1	--	--	1	1	--	--	--	--	--
Dolphin Express Airlines Inc.	4	--	--	4	4	--	--	--	--	--
Empire Airlines Inc. dba Mahalo										

**Table 5.5**  
**Total Small Aircraft Reported in Operation By Commuter Air Carriers**  
**By Carrier and by Engine Type**  
**1994**

Name of Carrier	Total All Air- Craft	Turbojet		Turboprop		Piston				Rotary Wing
		Total	2-eng	Total	2-eng	Total	3-eng	2-eng	1-eng	
Air & Capitol Air	32	--	--	3	3	29	--	--	29	--
ERA Aviation Inc.	106	2	2	11	11	2	--	--	2	91
Exec Express II Inc. dba Lone Star Airlines	11	--	--	11	11	--	--	--	--	--
Express Airlines I dba Northwest Airlink	39	--	--	39	39	--	--	--	--	--
F S Air Service Inc.	14	--	--	3	3	11	--	7	4	--
Flagship Airlines Inc. dba American Eagle	46	--	--	46	46	--	--	--	--	--
Flamenco Airways Inc.	12	--	--	--	--	12	1	11	--	--
Flying Boat Inc. dba Chalk's Int'l Airlines	7	2	2	5	5	--	--	--	--	--
Frontier Flying Service Inc.	11	--	--	3	3	8	--	7	1	--
Glacier Bay Airways Inc.	6	--	--	--	--	6	--	--	6	--
Gorda Aero Services Inc.	3	--	--	--	--	3	--	3	--	--
GP Express Airlines Inc.	26	--	--	26	26	--	--	--	--	--
Grant Aviation Inc.	5	--	--	--	--	5	--	2	3	--
Great Lakes Aviation dba United Express	45	--	--	41	41	4	--	2	2	--
Gulfstream International Airlines Inc.	17	--	--	10	10	7	--	7	--	--
Hageland Aviation Services Inc.	17	--	--	--	--	17	--	2	15	--
Haines Airways Inc.	9	--	--	--	--	9	--	2	7	--
Harbor Airlines Inc.	7	--	--	--	--	7	--	4	3	--
Horizon Air Industries Inc.	36	--	--	36	36	--	--	--	--	--
Hyannis Air Service Inc. dba Cape Air	21	--	--	--	--	21	--	21	--	--
Island Air Charters Inc.	4	--	--	--	--	4	--	4	--	--
Island Shuttle Inc.	1	--	--	--	--	1	--	--	1	--
Jetstream Int'l. Airlines dba USAir Express	33	--	--	33	33	--	--	--	--	--
JIB Inc. dba Action Airlines	8	--	--	--	--	8	--	5	3	--
Katmailand Inc. dba Katmai Air	9	--	--	--	--	9	--	1	8	--
Kenmore Air Harbor Inc.	14	--	--	--	--	14	--	--	14	--
Ketchikan Air Service Inc.	14	--	--	--	--	14	--	1	13	--
L A B Flying Service Inc.	54	--	--	--	--	50	--	8	42	4
Larry's Flying Service Inc.	15	--	--	2	2	13	--	5	8	--
Las Vegas Airlines Inc.	7	--	--	--	--	7	--	7	--	--
Loken Aviation Inc.	5	--	--	--	--	5	--	--	5	--
Markair Express Inc.	71	--	--	30	30	41	--	--	41	--
Mesa Airlines Inc. dba Mountain West Airlines	126	--	--	126	126	--	--	--	--	--
Mesaba Aviation Inc. dba Mesaba Northwest Airlines	26	--	--	26	26	--	--	--	--	--
New England Airlines Inc.	7	--	--	--	--	7	--	2	5	--
New York Helicopter Corp. dba National Helicopter of America	11	--	--	--	--	--	--	--	--	11
Northwest Seaplanes Inc.	7	--	--	--	--	7	--	--	7	--
Olson Air Service Inc.	8	--	--	--	--	7	--	4	3	1
Pacific Island Aviation Inc.	12	--	--	4	4	7	--	4	3	1
Pacificair of Oregon Inc.	1	--	--	--	--	1	--	1	--	--
Papillon Airways Inc.	18	--	--	--	--	--	--	--	--	18
Peninsula Airways Inc. dba Penair	41	--	--	9	9	32	--	15	17	--
Phoenix Leasing Corp. dba Mid Pacific Air /Reno Air Express	7	--	--	7	7	--	--	--	--	--
Promech Inc. dba Seaborne Seaplane Adventures	7	--	--	2	2	5	--	--	5	--
Prosser Air Inc.	2	--	--	--	--	2	--	2	--	--
Redwing Airways Inc.	4	--	--	--	--	4	--	4	--	--

Table 5.5  
Total Small Aircraft Reported in Operation By Commuter Air Carriers  
By Carrier and by Engine Type  
1994

Name of Carrier	Total All Air- CRAFT	Turbojet		Turboprop		Piston				Rotary Wing
		Total	2-eng	Total	2-eng	Total	3-eng	2-eng	1-eng	
Ross Aviation Inc.	3	--	--	3	3	--	--	--	--	--
Ryan Air Service Inc. dba Arctic Transportation Services	16	--	--	--	--	16	--	4	12	--
Safe Air Int'l. dba Island Express	3	--	--	--	--	3	--	3	--	--
Samoa Aviation Inc.	3	--	--	3	3	--	--	--	--	--
Scenic Airlines Inc.	59	--	--	19	19	40	--	7	33	--
Skagway Air Service Inc.	11	--	--	--	--	11	--	2	9	--
Skywest Airlines Inc.	52	--	--	52	52	--	--	--	--	--
Springdale Air Service Inc.	20	--	--	1	1	19	--	19	--	--
Sterling Air Service	2	--	--	--	--	2	--	--	2	--
Taquan Air Service Inc.	15	--	--	--	--	15	--	--	15	--
Tatonduk Outfitters dba Air Cargo Express	3	--	--	--	--	3	--	--	3	--
Trans Executive Airlines of Hawaii dba Transair/Scenic Pacific/ Tropical Air Tours	4	--	--	--	--	4	--	4	--	--
Trans States Airlines Inc. dba Transworld Express/Northwest Airlink/Alaska Airlines Commuter/USAir Express	35	--	--	35	35	--	--	--	--	--
Trans World Express Inc.	8	--	--	8	8	--	--	--	--	--
Vieques Air Link Inc.	7	--	--	--	--	7	3	4	--	--
Village Aviation Inc. dba Cammai Air	10	--	--	2	2	8	--	--	8	--
Walkers Aviation Services Inc.	1	--	--	1	1	--	--	--	--	--
Warbelows Air Ventures Inc.	10	--	--	--	--	10	--	5	5	--
West Isle Air Inc.	6	--	--	1	1	5	--	--	5	--
Westair Commuter Airlines Inc. dba United Express	47	--	--	47	47	--	--	--	--	--
Wings West Airlines dba American Eagle	19	--	--	19	19	--	--	--	--	--
Wright Air Service Inc.	14	--	--	--	--	13	--	4	9	1
Yute Air Alaska Inc.	26	--	--	--	--	26	--	3	23	--

## VI. US CERTIFICATED AIR CARRIERS-OPERATING DATA

The traffic and financial data contained in this chapter include data for all US Certificated Air Carriers--those holding a certificate issued under Section 401 of the Federal Aviation Act of 1958 as amended; and the commuter air carriers--those holding a certificate issued under Section 298C of the Federal Aviation Act of 1958 as amended.

The tables in this chapter are divided into two groups: 6-1 -16.15 cover the large carriers and 6.16 - 6.18 cover the small certificated, commuter and large certificated medium regional carriers. Please note that some large certificated medium regional carriers are included in both groups of tables. The information for the large air carriers was obtained from the following sources published by the Bureau of Transportation Statistics (BTS) of the Department of Transportation:

*Air Carrier Traffic Statistics* compiled from BTS Form 41: T-100 system; and

*Air Carrier Financial Statistics* compiled from BTS Form 41: Schedules B -1 and P -1.

The information for the small certificated, commuter, and large certificated medium regional carriers was obtained from:

*Air Carrier Industry Scheduled Service Statistics: Medium Regional Section:* compiled from BTS Form 298C: Schedules A - 1 and T - 1.

### DEFINITIONS

**Air Carrier** - A company or other organization that carries passengers or cargo for hire or compensation by air.

**All Services** -- The total of scheduled and nonscheduled services.

**Available Seat Miles** - The aircraft miles flown in each inter-airport hop multiplied by the number of seats available on that hop for revenue passenger use.

**Average Number of Available Seats per Aircraft** - Available seat miles divided by the number of revenue aircraft miles in passenger service.

**Carrier Group** - A grouping of large certificated air carriers determined by annual operating revenues as shown below:

Carrier Group	Annual Operating Revenue
Majors	More than \$1,000,000,000
National	\$100,000,000 - \$1,000,000,000
Large Regionals	\$20,000,000 - \$99,999,999
Medium Regionals	Less than \$19,999,999

**Domestic Operations** - operations within the 50 states of the United States, the District of Columbia, the Commonwealth of Puerto Rico, and the Virgin Islands. It also encompasses scheduled Canadian transborder operations and, for certain carriers, scheduled Mexican transborder operations.

**Enplaned Passengers** - The total number of revenue passengers boarding aircraft.

**Enplaned Revenue Tons of Freight and Mail** - The number of revenue tons of freight and mail loaded on an aircraft including originating and transfer tons.

**Freight** - Property other than express and passenger baggage transported by air.

**International Operations** - operations that are not domestic.

**Large Certificated Air Carrier** - An air carrier is one that operates aircraft designed to have a maximum passenger seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds, or conducts international operations.

**Nonscheduled Service** - Revenue flights that are not operated in regularly scheduled service such as charter flights.

**On Flight (on line) Passenger Trip Length** - Average length of a passenger trip, calculated by dividing the number of revenue passenger miles by the number of revenue enplanements.

**Passenger Revenue Ton Mile** - One ton of revenue passenger weight (including all baggage) transported one mile. The passenger weight standard for both domestic and international operations is 200 pounds.

**Revenue** - Pertaining to activities for which remuneration is received by the carrier.

**Revenue Aircraft Departure** - The number of aircraft take-offs in revenue service.

**Revenue Aircraft Hours** - The airborne hours in revenue service, computed from the moment the aircraft leaves the ground until it touches the ground again.

**Revenue Aircraft Miles** - The miles (computed in airport-to airport distance) for each inter-airport hop actually completed in revenue service.

**Revenue Passenger** - Person receiving air transportation from an air carrier for which remuneration is received by the carrier.

**Revenue Passenger Enplanements** - The total number of revenue passengers boarding aircraft.

**Revenue Passenger Load Factor** - The percent that revenue passenger miles are of available seat miles in revenue passenger service, representing the proportion of aircraft seating capacity that is actually sold and used.

**Revenue Passenger Mile** - One revenue passenger transported one mile in revenue service. Revenue passenger miles are computed by the summation of the products of the revenue aircraft miles flown on each inter-airport hop multiplied by the number of revenue passengers carried on that hop.

**Revenue Passengers per Aircraft Mile** - The average number of passengers carried per aircraft in revenue services, derived by dividing the total revenue passenger miles by the total aircraft miles flown in revenue service.

**Revenue Ton Mile** - One ton (2,000 pounds) of revenue traffic transported one mile, computed by multiplying the revenue aircraft miles flown on each inter airport hop by the number of revenue tons carried on that hop.

**Scheduled Service** - Transport service operated over an air carrier's routes, based on published flight schedules, including extra sections.

**Small Certificated, Commuter, and Large Certificated Medium Regional Air Carriers** - In general, air carriers that primarily operate small aircraft--aircraft of 60 seats or less or a maximum payload capacity of 18,000 pounds.

**These definitions only apply to this chapter.**

TABLE 6.1  
LARGE CERTIFICATED AIR CARRIERS  
1993 AND 1994

**MAJORS**

America West	Southwest
American	Trans World
Continental	United
Delta	United Parcel
Federal Express	US Air
Northwest	

**NATIONALS**

Air Wisconsin	Hawaiian
Air Wisconsin Corp.	Horizon Air
Alaska	Markair
Aloha	Midwest Express
American International	Morris
American Trans Air	Simmons
Atlantic Southeast	Southern Air
Business Express	Sun Country
Carnival	Tower
Continental Micronesia	Trans States
DHL Airways	USAir Shuttle
Emery	Westair
Evergreen	World

**LARGE REGIONALS**

Air Transport Int'l	Miami Air
Amerijet	North American
Arrow	Northern Air
Challenge Air Cargo	Polar Air
Empire	Private Jet
Executive Airlines	Reeve
Express One	Reno
Florida West	Rich
Frontier	UFS, Inc.
Key	USAfrica
Kiwi	Worldwide
MGM Grand	Zantop

**MEDIUM REGIONALS**

Aerial	Million
Airmark	Patriot
Airtrain	Ryan International
Atlas Air	Sierra Pacific
AV Atlantic	Spirit Air
Buffalo	Sportsflight
Capitol Air	Trans American Charter
Casino Express	Trans Continental Airlines
Eagle Airlines	Trans Air Link
Fine Airlines	Ultrair
Great Americans	USA Jet
Int'l. Cargo Xpress	Valujet
Kitty Hawk	Viscount
Midway	Wrangler

TABLE 6.2  
TRAFFIC DATA, ALL SERVICES (SCHEDULED AND NONSCHEDULED)  
OF THE LARGE CERTIFICATED AIR CARRIERS 1/  
1993 AND 1994

Traffic Category	Total System		Domestic Operations		International Operations	
	1993 2/	1994 3/	1993 2/	1994 3/	1993 2/	1994 3/
Revenue Passenger Miles Flown (000)	505,996,072	537,401,264	362,229,819	388,431,520	143,766,253	148,969,744
Available Seat Miles (000)	793,958,694	808,795,799	582,127,716	597,954,446	211,830,978	210,841,353
Revenue Passenger Enplanements (000)	499,707	540,206	450,559	488,930	49,148	51,276
Revenue Ton Miles Flown (000)	69,682,264	75,213,682	46,897,801	50,520,599	22,784,463	24,693,083
Passenger	50,599,323	53,740,066	36,222,695	38,843,090	14,376,628	14,896,976
Freight	16,906,714	19,215,501	9,002,356	9,929,547	7,904,358	9,285,954
U.S. Mail	2,176,223	2,269,066	1,672,748	1,758,916	503,475	510,150
Foreign Mail	0	0	0	0	0	0
Revenue Aircraft Miles Flown (000)	5,117,746	5,345,133	4,369,908	4,157,067	960,679	975,225

1/ Details may not add to total due to rounding.

2/ Revised

3/ Preliminary

Source: "Air Carrier Traffic Statistics" - BTS



**TABLE 6.3**  
**REVENUE AIRCRAFT DEPARTURES, MILES AND HOURS FLOWN,**  
**AND AVERAGE SPEED IN DOMESTIC ALL SERVICES**  
**OF THE LARGE CERTIFICATED AIR CARRIERS**  
**1985 - 1994**

Year	Revenue Aircraft Departures	Revenue Aircraft Miles Flown (000)	Revenue Aircraft Hours Flown	Average Airborne Speed (Miles Per Hour)
1985	5,760,232	3,046,440	7,457,030	409
1986	6,336,150	3,421,492	8,223,615	416
1987	6,511,609	3,652,542	8,823,269	414
1988	6,607,067	3,738,242	9,135,430	409
1989	6,528,085	3,748,139	9,222,252	406
1990	6,756,704	3,963,263	9,717,375	408
1991	6,622,847	3,854,416	9,492,561	406
1992	6,881,161	3,994,821	9,824,419	407
1993 1/	7,086,227	4,157,067	10,261,249	405
1994 2/	7,377,900	4,369,908	10,693,300	409

1/ Revised

2/ Preliminary.

Source: "Air Carrier Traffic Statistics" - RSPA

**TABLE 6.4**  
**REVENUE AIRCRAFT DEPARTURES, MILES AND HOURS FLOWN,**  
**AND AVERAGE SPEED IN INTERNATIONAL ALL SERVICES**  
**OF THE LARGE CERTIFICATED AIR CARRIERS**  
**1985 - 1994**

Year	Revenue Aircraft Departures	Revenue Aircraft Miles Flown (000)	Revenue Aircraft Hours Flown	Average Airborne Speed (Miles Per Hour)
1985	244,888	415,355	846,197	491
1986	271,735	451,338	923,641	489
1987	311,411	529,786	1,082,189	490
1988	354,463	615,270	1,260,927	488
1989	391,786	693,887	1,426,410	486
1990	419,522	760,338	1,556,760	488
1991	418,200	806,606	1,644,917	490
1992	439,431	904,426	1,826,032	495
1993 1/	461,394	960,679	1,935,029	496
1994 2/	480,288	975,225	1,969,242	495

1/ Revised.

2/ Preliminary.

Source: "Air Carrier Traffic Statistics" - RSPA

**TABLE 6.5**  
**TOTAL TON-MILES AVAILABLE IN ALL SERVICES OF THE**  
**LARGE CERTIFICATED AIR CARRIERS**  
**1985 - 1994**  
(Thousands of Ton-Miles)

Year	Large Certificated Air Carriers		
	Total System 1/	Domestic Operations	International Operations
1985	80,565,182	61,337,807	19,227,375
1986	90,243,958	69,771,737	20,472,221
1987	99,152,795	75,741,397	23,411,398
1988	105,272,555	78,264,976	27,107,579
1989	109,397,126	78,955,003	30,442,123
1990	117,112,475	83,354,510	33,757,965
1991	116,374,506	80,879,199	35,495,307
1992	122,267,462	84,028,272	38,239,190
1993 2/	126,329,589	86,387,720	39,941,869
1994 3/	133,163,472	91,329,834	41,833,638

1/ Categories may not add to total due to rounding.

2/ Revised.

3/ Preliminary.

Source: "Air Carrier Traffic Statistics" - RSPA

**TABLE 6.6**  
**REVENUE TON-MILES FLOWN IN ALL SERVICES BY**  
**LARGE CERTIFICATED AIR CARRIERS**  
**1985 - 1994**  
(Thousands of Tons-Miles)

Year	Large Certificated Air Carriers		
	Total System 1/	Domestic Operations	International Operations
1985	44,154,779	32,939,216	11,215,563
1986	48,883,854	37,148,059	11,735,795
1987	54,917,632	40,509,782	14,407,850
1988	58,397,186	41,598,662	16,798,524
1989	61,095,371	42,475,761	18,619,610
1990	63,627,077	43,651,162	19,975,915
1991	62,479,347	42,668,248	19,811,099
1992	66,679,809	45,296,134	21,383,675
1993 2/	69,682,264	46,897,801	22,784,463
1994 3/	75,213,682	50,520,599	24,693,083

1/ Categories may not add to total due to rounding.

2/ Revised.

3/ Preliminary.

Source: "Air Carrier Traffic Statistics" - RSPA

TABLE 6.7  
PASSENGER OPERATIONS IN SCHEDULED DOMESTIC OPERATIONS  
OF THE LARGE CERTIFICATED AIR CARRIERS  
1985 - 1994

Year	Revenue Passenger Enplanements (000)	Revenue Passenger Miles (000)	Available Seat-Miles (000)	Revenue Passenger Load Factor 1/	Average On-Flight Passenger Trip Length (Miles)	Average Passenger Revenue Per Passenger Miles (Cents)
1985	357,109	270,584,011	445,825,864	60.7	758	12.32
1986	393,864	302,089,903	497,990,815	60.7	767	11.18
1987	416,831	324,637,336	526,958,361	61.6	779	11.42
1988	419,210	329,309,489	536,662,591	61.4	786	12.31
1989	416,331	329,975,206	530,079,041	62.3	792	13.08
1990	423,565	340,230,892	563,064,938	60.4	803	13.08
1991	412,360	332,565,881	543,637,976	61.2	806	13.24
1992	431,693	347,931,400	557,988,917	62.4	806	13.00
1993 2/	443,172	354,176,730	571,489,249	62.0	799	13.73
1994 3/	481,302	378,846,419	585,102,123	64.7	787	12.99

1/ Percent revenue passenger-miles of available seat-miles.

2/ Revised.

3/ Preliminary.

Source: "Air Carrier Traffic Statistics" - RSPA

TABLE 6.8  
PASSENGER OPERATIONS IN SCHEDULED INTERNATIONAL OPERATIONS  
OF THE LARGE CERTIFICATED AIR CARRIERS  
1985 - 1994

Year	Revenue Passenger Enplanements (000)	Revenue Passenger Miles (000)	Available Seat-Miles (000)	Revenue Passenger Load Factor 1/	Average On-Flight Passenger Trip Length (Miles)	Average Passenger Revenue Per Passenger Miles (Cents)
1985	24,913	65,819,010	101,962,568	64.6	2,642	9.80
1986	25,082	64,455,952	109,445,032	58.9	2,570	10.16
1987	30,847	79,834,148	121,762,577	65.6	2,588	9.82
1988	35,404	93,992,070	140,139,737	67.1	2,655	10.40
1989	37,361	102,739,103	154,296,835	66.6	2,750	10.36
1990	41,995	117,695,394	170,309,955	69.1	2,803	10.83
1991	39,941	115,388,948	171,561,164	67.3	2,889	11.32
1992	43,415	130,622,308	194,783,518	67.1	3,009	11.99
1993 2/	45,348	135,507,691	200,151,399	67.7	2,988	11.28
1994 3/	47,074	140,314,803	198,737,617	70.6	2,981	11.15

1/ Percent revenue passenger-miles of available seat-miles.

2/ Revised.

3/ Preliminary.

Source: "Air Carrier Traffic Statistics" - RSPA

TABLE 6.9  
 REVENUE AIRCRAFT-MILES FLOWN IN ALL SERVICES  
 OF LARGE CERTIFICATED AIR CARRIERS  
 1985 - 1994  
 (Thousands of Miles)

Year	Total 1/	Domestic Operations	International Operations
1985	3,461,795	3,046,440	415,355
1986	3,872,830	3,421,492	451,338
1987	4,182,327	3,652,542	529,786
1988	4,353,512	3,738,242	615,270
1989	4,442,026	3,748,139	693,887
1990	4,723,601	3,963,263	760,338
1991	4,661,022	3,854,416	806,606
1992	4,899,247	3,994,821	904,426
1993 2/	5,117,746	4,157,067	960,679
1994 3/	5,345,133	4,369,908	975,225

1/ Details may not add to total due to rounding.

2/ Revised.

3/ Preliminary.

Source: "Air Carrier Traffic Statistics" - RSPA

TABLE 6.10  
OPERATING REVENUE OF DOMESTIC OPERATIONS, ALL SERVICES  
LARGE CERTIFICATED AIR CARRIERS  
MAJOR, NATIONAL, AND LARGE REGIONAL GROUPS  
1985 - 1994  
(Thousands of Dollars)

Year	Total Operating Revenues 1/		Passenger		U.S. Mail (Including Subsidy)		Freight		Excess Baggage		Other	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1985	37,628,540	100.0	33,343,005	88.6	740,384	1.9	1,580,914	4.2	78,113	0.2	1,886,123	5.0
1986	41,000,506	100.0	33,813,923	82.5	682,643	1.7	4,278,008	10.4	85,438	0.2	2,140,496	5.2
1987	45,657,800	100.0	37,492,065	82.2	706,178	1.5	4,951,924	10.9	66,756	0.1	2,440,877	5.3
1988	50,187,181	100.0	41,001,573	81.7	791,929	1.6	5,807,058	11.6	71,781	0.1	2,514,841	5.0
1989	54,314,210	100.0	43,670,025	80.4	770,333	1.4	5,408,336	10.0	69,761	0.1	4,395,754	8.1
1990	57,994,041	100.0	46,282,413	79.8	749,428	1.3	4,275,637	7.4	76,129	0.1	6,610,433	11.4
1991	56,230,433	100.0	44,593,991	79.3	737,459	1.3	4,486,691	8.0	78,083	0.1	6,334,209	11.3
1992	57,654,393	100.0	45,245,648	78.5	939,991	1.6	4,655,268	8.1	87,354	0.2	6,726,132	11.7
1993 2/	63,233,040	100.0	49,289,324	77.9	977,492	1.5	5,265,880	8.3	91,445	0.1	7,608,899	12.0
1994 3/	65,259,756	100.0	49,940,222	76.5	980,203	1.5	5,726,756	8.8	109,333	0.2	8,503,243	13.0

1/ Details may not add to total due to rounding.

2/ Revised.

3/ Preliminary.

Source: "Air Carrier Financial Statistics", Table 1 -- RSPA

TABLE 6.11  
OPERATING EXPENSES OF DOMESTIC OPERATIONS, ALL SERVICES  
LARGE CERTIFICATED AIR CARRIERS  
MAJOR, NATIONAL, AND LARGE REGIONAL GROUPS  
1985 - 1994  
(Thousands of Dollars)

Year	Total Operating Expenses 1/		Aircraft Operating Expenses						Ground and Indirect Expense		Income or Loss Amount
			Flight Operations		Maintenance		Depreciation and Amortization				
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	
1985	36,610,744	100.0	12,684,018	34.7	3,604,447	9.8	2,318,066	6.3	18,004,213	49.2	1,017,796
1986	39,934,036	100.0	11,368,346	28.5	4,475,473	11.2	2,652,497	6.6	21,437,719	53.7	1,066,470
1987	43,925,149	100.0	12,508,716	28.5	4,950,558	11.3	2,854,806	6.5	23,611,068	53.7	1,732,650
1988	47,738,808	100.0	13,175,525	27.6	5,642,790	11.8	2,977,236	6.2	25,943,257	54.4	2,448,873
1989	52,459,535	100.0	14,749,292	28.1	6,184,193	11.8	3,077,602	5.9	28,448,448	54.2	1,854,675
1990	58,983,230	100.0	18,166,482	30.8	6,921,512	11.7	3,272,818	5.5	30,622,417	51.9	(989,189)
1991	56,758,157	100.0	16,830,585	29.7	6,682,050	11.8	3,216,986	5.7	30,028,538	52.9	(527,724)
1992	58,801,107	100.0	17,203,047	29.3	6,883,543	11.7	3,339,621	5.7	31,374,896	53.4	(1,146,714)
1993 2/	61,157,475	100.0	17,622,442	28.8	7,024,981	11.5	3,621,445	5.9	32,888,607	53.8	2,075,565
1994 3/	62,973,815	100.0	17,700,620	28.1	7,169,355	11.4	3,750,029	6.0	34,353,811	54.6	2,285,941

1/ Details may not add to total due to rounding.

2/ Revised.

3/ Preliminary.

Source: "Air Carrier Financial Statistics", Table 1 -- RSPA

TABLE 6.12  
OPERATING REVENUE OF INTERNATIONAL OPERATIONS, ALL SERVICES  
LARGE CERTIFICATED AIR CARRIERS  
MAJOR, NATIONAL, AND LARGE REGIONAL GROUPS  
1985 - 1994  
(Thousands of Dollars)

Year	Total Operating Revenues 1/		Passenger		U.S. Mail (Including Subsidy)		Express and Freight		Excess Baggage		Other	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1985	8,302,279	100.0	6,451,324	77.7	160,543	1.9	1,130,050	13.6	27,832	0.3	531,528	6.4
1986	8,621,149	100.0	6,550,550	76.0	153,627	1.8	1,451,488	16.8	28,254	0.3	437,231	5.1
1987	10,924,837	100.0	8,374,295	76.7	180,052	1.6	1,782,832	16.3	32,688	0.3	554,971	5.1
1988	13,401,710	100.0	10,356,637	77.3	183,251	1.4	2,150,132	16.0	39,285	0.3	672,405	5.0
1989	14,910,912	100.0	11,181,198	75.0	188,284	1.3	2,416,980	16.2	46,759	0.3	1,077,692	7.3
1990	17,990,355	100.0	13,467,960	74.9	223,840	1.2	2,601,668	14.5	43,244	0.2	1,653,644	9.2
1991	18,928,061	100.0	14,102,721	74.5	222,833	1.2	3,134,202	16.6	49,584	0.3	1,418,721	7.5
1992	20,485,850	100.0	15,663,944	76.5	247,628	1.2	2,980,441	14.5	46,702	0.2	1,547,135	7.6
1993 2/	21,326,173	100.0	15,914,608	74.6	237,243	1.1	3,219,790	15.1	49,451	0.2	1,905,082	8.9
1994 3/	22,110,100	100.0	16,228,747	73.4	212,051	1.0	3,449,438	15.6	45,601	0.2	2,174,264	9.8

1/ Details may not add to total due to rounding.

2/ Revised.

3/ Preliminary.

Source: "Air Carrier Financial Statistics", Table 1 -- RSPA

TABLE 6.13  
OPERATING EXPENSES OF INTERNATIONAL OPERATIONS, ALL SERVICES  
LARGE CERTIFICATED AIR CARRIERS  
MAJOR, NATIONAL, AND LARGE REGIONAL GROUPS  
1985 - 1994  
(Thousands of Dollars)

Year	Total Operating Expenses 1/		Aircraft Operating Expenses						Ground and Indirect Expense		Income or Loss Amount
			Flight Operations		Maintenance		Depreciation and Amortization				
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	
1985	7,983,705	100.0	2,738,439	34.4	768,018	9.6	481,560	6.0	3,995,687	50.0	318,574
1986	8,458,084	100.0	2,401,911	28.4	900,784	10.7	517,524	6.1	4,637,866	54.8	163,066
1987	10,226,388	100.0	2,836,095	27.7	1,095,635	10.7	533,079	5.2	5,761,579	56.4	698,450
1988	12,403,323	100.0	3,230,335	26.1	1,331,687	10.7	617,734	5.0	7,223,567	58.2	998,388
1989	14,953,533	100.0	3,918,537	26.2	1,723,953	11.5	746,047	5.0	8,564,996	57.3	(42,620)
1990	18,914,480	100.0	5,453,830	28.8	2,051,246	10.8	886,735	4.7	10,522,670	55.6	(924,123)
1991	20,185,077	100.0	5,636,310	27.9	2,152,099	10.7	892,025	4.4	11,504,643	57.0	(1,257,016)
1992	21,783,598	100.0	5,842,677	26.8	2,147,512	9.9	1,033,132	4.7	12,760,276	58.6	(1,297,748)
1993 2/	21,963,566	100.0	5,928,306	27.0	1,966,598	9.0	1,077,435	4.9	12,991,227	59.1	(637,392)
1994 3/	21,634,427	100.0	5,786,650	26.7	2,024,412	9.4	1,229,837	5.7	12,593,528	58.2	475,673

1/ Details may not add to total due to rounding.

2/ Revised.

3/ Preliminary.

Source: "Air Carrier Financial Statistics", Table 1 -- RSPA

TABLE 6.14  
OPERATING REVENUE, SYSTEM, ALL SERVICES  
LARGE CERTIFICATED AIR CARRIERS  
MEDIUM REGIONAL GROUP  
1985 - 1994  
(Thousands of Dollars)

Year	Total Operating Revenues 1/		Scheduled Passenger		Scheduled Other		NonScheduled Service		Subsidy		Other Transport Related	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1985	150,754	100.0	38,045	25.2	19,467	12.9	89,863	59.6	0	0.0	3,379	2.2
1986	81,971	100.0	10,576	12.9	43	0.0	61,729	75.4	0	0.0	9,624	11.7
1987	114,593	100.0	6,845	6.0	4,521	3.9	85,406	74.5	0	0.0	17,821	15.6
1988	70,035	100.0	0	0.0	716	1.1	65,850	94.0	0	0.0	3,470	5.0
1989	90,733	100.0	5,773	6.4	7,494	8.3	64,392	70.9	31	0.0	13,042	14.4
1990	82,133	100.0	3,040	3.7	6,112	7.4	68,667	83.6	0	0.0	4,314	5.3
1991	75,741	100.0	0	0.0	10,723	14.2	59,626	78.7	1,048	1.4	4,344	5.7
1992	216,797	100.0	15,543	7.2	4,634	2.1	188,005	86.7	1,228	0.6	7,386	3.4
1993 2/	739,166	100.0	342,763	46.4	43,153	5.8	304,392	41.2	18,258	2.5	30,601	4.1
1994 3/	593,225	100.0	238,445	40.2	29,470	5.0	228,905	38.6	60,315	10.2	36,089	6.1

1/ Details may not add to total due to rounding.

2/ Revised.

3/ Preliminary.

Source: "Air Carrier Financial Statistics", Table 3 -- RSPA

TABLE 6.15  
OPERATING EXPENSES, SYSTEM, ALL SERVICES  
LARGE CERTIFICATED AIR CARRIERS  
MEDIUM REGIONAL GROUP  
1985 - 1994  
(Thousands of Dollars)

Year	Total Operating Expenses 1/		Flying Operations		Maintenance		General and Administrative		Depreciation and Amortization		Transport Related	
	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent	Amount	Percent
1985	151,527	100.0	79,920	52.8	22,585	14.9	42,703	28.2	5,179	3.4	1,140	0.7
1986	87,359	100.0	45,435	52.0	14,515	16.6	17,436	20.0	2,616	3.0	7,356	8.4
1987	120,019	100.0	56,061	46.7	25,533	21.3	27,351	22.8	6,269	5.2	4,803	4.0
1988	76,823	100.0	32,629	42.5	18,191	23.7	18,779	24.4	5,731	7.5	1,494	1.9
1989	91,518	100.0	43,560	47.6	15,469	16.9	21,400	23.4	1,214	1.3	9,876	10.8
1990	87,081	100.0	51,067	58.6	15,643	18.0	16,684	19.2	3,636	4.2	50	0.1
1991	77,958	100.0	46,994	60.3	12,439	16.0	14,485	18.6	2,892	3.7	1,149	1.5
1992	218,594	100.0	129,486	59.2	43,051	19.7	36,005	16.5	8,309	3.8	1,743	0.8
1993 2/	762,762	100.0	310,721	40.7	150,608	19.7	273,145	35.8	16,822	2.2	11,465	1.5
1994 3/	576,431	100.0	237,256	41.2	105,236	18.3	161,104	27.9	45,113	7.8	27,722	4.8

1/ Details may not add to total due to rounding.

2/ Revised.

3/ Preliminary.

Source: "Air Carrier Financial Statistics", Table 3 -- RSPA

NOTE: Wide fluctuations in total revenues and expenses are caused by fluctuations in the number of medium regional carriers. Some have been upgraded to large regional carriers and some have gone out of business. For list of medium regional carriers see "Air Carrier Financial Statistics" for year in question.

TABLE 6.16  
SMALL CERTIFICATED AND COMMUTER AIR CARRIERS  
1993 and 1994

Action Airlines	Empire Airlines	Pacific Island Airways
Air Alpha	ERA Aviation	Paradise Island Aviation
Air Cape	Exec Express II	Pacificair
Air L. A.	Express Airlines I	Paradise Island Airlines
Air Midwest, Inc.	Express Airlines II	Peninsula Airways
Air Molakai	F.S. Air Service	Pennsylvania Commuter
Air Nevada Airlines, Inc.	Fine Airlines, Inc.	Piedmont Airlines
Air Sedona	Flagship	Precision Valley Aviation
Air St. Thomas	Flamenco Airways	Promech
Air Sunshine	Four Star Aviation	Rader Aviation
Air Vegas	Freedom Air	Redwing Airways
Air West Airlines	Frontier Flying Service	Ross Aviation
Airtran Airways Corp.	GP Express	Ryan Air Service
Airvantage	Grand Airways	Samoa
Airways Int'l	Grand Canyon Helicopters	Scenic Airlines
Alaska Island Air	Grant Aviation	Scenic Airlines Inc.
Aloha Island Air	Great American Airways	Skagway Air Service
Alpha Air	Great Lakes Aviation	Sky West Airlines
Alpine Air	Gulf Air Taxi	Skymaster
Arizona Airways	Gulfstream Int'l	Southcentral
Arizona Pacific	Hageland Aviation Service	Southeast Airlines
Astral Aviation	Haines Airways	Spirit Air Lines
Atlantic Coast Airlines	Harbor Air Service	Springdale Air
Atlantic Southeast Airlines	Harbor Airlines	Stateswest Airlines
Atlas Air, Inc.	Iliamna Air Taxi	Tanana Air Service
Aviation Associates	Island Air Charters	Taquan Air Service
Baker Aviation	Island Express	Tatonduk Flying Service
Bellair	Jet Express	Trans Air (Hawaii)
Bemidji Airlines	Jetstream Int'l Airlines	Trans World Express
Bering Air	Katmai Air	Ultrair
Big Sky Airlines	Kenmore Air Harbor	Valujet Air Express
Cape Air	Ketchikan Air Service	Vanguard Air Express
Cape Smythe Air Service	L.A.B. Flying Service	Vieques Air Link
Caribair	Larry's Flying Service	Village Aviation
Casino Express	Las Vegas Airlines	Walker's International
CCair	Loken Aviation	Warbelow's Air Ventures
Chalks Int'l Airlines	Markair Express	Ward Air
Chautauqua Airlines	Mesa Airlines	West Isle Air
Chicago Express Airlines	Mesaba Airlines	Westair Airlines
Coastal Air Transport	Mid Pacific Air Corp.	Westates Airlines
Colgan Air	Midway Airlines	Wings of Alaska
Comair	Mohawk Airlines	Wings West Airlines
Commutair	New England Airlines	WRA
Conquest Airlines	New York Helicopter	Wright Air Service
Continental Express	Northeast Express Regional	Yutana Airlines
Crown Airways	Northern Star	Yute Air Alaska
Dolphin Express	Northwest Seaplanes	40-Mile Air
Eclipse Airlines	Olson Air Service	
Ellis Air Taxi	Pacific Coast	



TABLE 6.17  
MEDIUM REGIONAL AIR CARRIERS  
TRAFFIC DATA  
SCHEDULED SERVICES ONLY  
1985-1994

Category	1985	1986	1987	1988	1989	1990	1991	1992	1993 1/	1994 2/
Revenue Passenger Miles (000)	3,031,817	3,352,187	3,986,637	4,582,522	5,052,222	5,875,960	6,022,536	7,189,150	7,899,505	10,043,137
Revenue Enplanements (000)	18,853	20,849	24,839	27,801	29,612	33,491	32,713	36,515	37,773	41,886
Passenger Ton Miles (000)	302,783	335,264	396,887	456,894	456,794	586,266	599,521	716,916	787,569	1,002,843
Cargo Ton Miles (000)	67,400	49,927	54,659	6,333	43,031	67,693	26,533	15,662	19,656	103,010
Aircraft Revenue Miles (000)	323,945	347,181	395,998	437,818	546,652	612,018	522,536	582,391	622,280	665,694
Aircraft Revenue Hours	1,832,623	1,940,095	2,193,230	2,389,988	2,589,223	3,016,836	2,704,553	2,914,350	2,983,979	3,083,473
Aircraft Departures	2,755,616	2,866,653	3,132,899	3,323,772	3,284,610	3,624,162	3,495,284	3,670,095	3,789,526	3,845,291

1/ Revised

2/ Preliminary

NOTE: "Medium regional" includes the scheduled service activities of the Part 298 small certificated and commuter air carriers with large certificated medium regionals.

Source: "Air Carrier Industry Scheduled Traffic Statistics", RSPA

TABLE 6.18  
SMALL CERTIFICATED, COMMUTER AND LARGE CERTIFICATED MEDIUM REGIONAL AIR CARRIERS  
TRAFFIC AVERAGES  
SCHEDULED SERVICES ONLY  
1985-1994

Category	1985	1986	1987	1988	1989	1990	1991	1992	1993 1/	1994 2/
Passengers Per Aircraft Mile	9.4	9.7	10.1	10.5	9.2	9.9	11.5	12.3	12.7	15.1
Available Seats Per Aircraft Mile	21.3	21.5	21.8	22.6	19.5	20.9	24.6	25.3	26.0	29.4
Revenue Tons Per Aircraft Mile	1.1	1.1	1.1	1.1	1.0	1.2	1.2	1.3	1.3	1.7
Available Tons Per Aircraft Mile	2.7	2.5	2.7	2.4	2.2	2.4	2.7	2.7	2.9	3.4
Flight Stage Length (Miles)	117.6	128.7	126.4	131.7	165.5	168.9	149.5	158.7	164.2	173.1

1/ Revised

2/ Preliminary

NOTE: "Medium regional" includes the scheduled service activities of the Part 298 small certificated and commuter air carriers with large certificated medium regionals.

Source: "Air Carrier Industry Scheduled Traffic Statistics", RSPA

## VII. US CIVIL AIRMEN

Statistics pertaining to airmen, both pilots and nonpilots, were obtained from the official certification records maintained by the Airmen Certification and Medical Certification Branches of the Mike Monroney Aeronautical Center at Oklahoma City, Oklahoma.

Active pilots are those pilots who hold a pilot certificate and a valid medical certificate--one that was issued within the last 25 months. Glider pilots may have, but are not required to have, a medical examination. The inventory data for this category includes only those with a valid medical certificate.

For those nonpilot certificates for which a medical certificate is not required (mechanics, parachute riggers, ground instructors, and dispatchers), the numbers shown include all who have been issued that airmen certificate.

More detailed information may be found in *U S Civil Airmen Statistics*.

### DEFINITIONS

**Active Pilot**-- A pilot who holds a pilot certificate and a valid medical certificate--one that was issued within the last 25 months.

**Air Carrier** -- An aircraft with a seating capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds carrying passengers or cargo for hire or compensation.

**Airman** -- A pilot, mechanic, or other licensed aviation technician.

**Airman Certificate** -- A document issued by the Administrator of the Federal Aviation Administration certifying that the holder complies with the regulations governing the capacity in which the certificate authorizes the holder to act as an airman in connection with aircraft.

### Pilot Categories --

**Student Pilot** -- A student pilot must be 16 years old, medically certificated by an FAA medical examiner and may only fly solo or with an instructor. Each solo flight must be approved as to destination and duration. A student pilot may not operate an aircraft that is carrying passengers or that is carrying property for compensation or hire.

**Recreational Pilot** -- A recreational pilot may fly no more than one passenger in a light, single engine aircraft with no more than four seats, during good weather and daylight hours, and unless otherwise authorized, no more than 50 miles from the home airport. A recreational pilot may not operate an aircraft that is carrying passengers or that is carrying property for compensation or hire.

**Private Pilot** -- A private pilot may, with appropriate training, ratings and endorsements, carry passengers in any aircraft, day or night, good weather or bad. The private pilot may not act as pilot-in-command of an aircraft that is carrying passengers for compensation or hire nor act as pilot-in-command of an aircraft that is being operated for compensation or hire (e.g.: one that has been hired to do pipeline patrol but carries no passengers).

**Commercial Pilot** -- A commercial pilot may act as pilot-in-command of an aircraft that is carrying passengers for compensation or hire, but not an aircraft in air carrier service, or act as pilot-in-command of an aircraft that is being operated for compensation or hire (e.g.: one that has been hired to do pipeline patrol but carries no passengers).

**Airline Transport Pilot** -- An airline transport pilot may act as pilot-in-command of an aircraft in air carrier service

**These definitions only apply to this chapter.**

**TABLE 7-1**  
**ESTIMATED ACTIVE AIRMEN CERTIFICATES HELD**  
**DECEMBER 31, 1985 - 1994**

CATEGORY	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994 10/
<b>Pilot--Total</b>	<b>709,540</b>	<b>709,118</b>	<b>699,653</b>	<b>694,016</b>	<b>700,010</b>	<b>702,659</b>	<b>692,095</b>	<b>682,959</b>	<b>665,069</b>	<b>654,088</b>
Student 1/	146,652	150,273	146,016	136,913	142,544	128,663	120,203	114,597	103,583	96,254
Recreational 1/	N/A	N/A	N/A	N/A	N/A	87	161	187	206	241
Airplane 2/										
Private	311,086	305,736	300,949	299,786	293,179	299,111	293,306	288,078	283,700	284,236
Commercial	151,632	147,798	143,645	143,030	144,540	149,666	148,365	146,385	143,014	138,728
Airline Transport	82,740	87,186	91,287	96,968	102,087	107,732	112,167	115,855	117,070	117,434
Rotorcraft (only) 3/	8,123	8,581	8,702	8,608	8,863	9,567	9,860	9,652	9,168	8,719
Glider (only) 4,5/	8,168	8,411	7,901	7,600	7,708	7,833	8,033	8,205	8,328	8,476
Lighter-than-air 5,6/	1,139	1,133	1,153	1,111	1,089	6/	6/	6/	6/	6/
<b>Flight Instructor</b>										
Certificates 7/	58,940	57,355	60,316	61,798	61,472	63,775	69,209	72,148	75,021	76,171
<b>Instrument Ratings 7,8/</b>	<b>258,559</b>	<b>262,388</b>	<b>266,122</b>	<b>273,804</b>	<b>282,804</b>	<b>297,073</b>	<b>303,193</b>	<b>306,169</b>	<b>305,517</b>	<b>302,300</b>
<b>Nonpilot--Total</b>	<b>395,139</b>	<b>410,079</b>	<b>427,962</b>	<b>448,710</b>	<b>468,405</b>	<b>492,237</b>	<b>517,462</b>	<b>540,548</b>	<b>559,726</b>	<b>571,358</b>
Mechanic 9/	274,100	284,241	297,178	312,419	326,243	344,282	366,392	384,669	401,060	411,071
Parachute Rigger 9/	9,395	9,535	9,659	9,770	9,879	10,094	7,916	8,163	8,417	8,631
Ground Instructor 9/	58,214	59,443	60,861	62,582	64,503	66,882	70,086	73,276	76,050	77,789
Dispatcher 9/	8,511	9,025	9,491	10,020	10,455	11,002	11,607	12,264	12,883	13,410
Flight Navigator	1,542	1,512	1,445	1,400	1,357	1,290	1,225	1,154	1,039	990
Flight Engineer	43,377	46,323	49,328	52,519	55,968	58,687	60,236	61,022	60,277	59,467

1/ Category of certificate unknown.

2/ Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate

3/ See table 7 for the total number of pilots with a helicopter certificate.

4/ See table 8 for the total number of pilots with a glider certificate.

5/ Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examination within the last 25 months.

6/ Lighter-than-air type ratings are no longer being issued.

7/ Not included in total.

8/ Special ratings shown on pilot certificates, do not indicate additional certificates.

9/ Numbers represent all certificates on record. No medical examination required.

10/ 1994 counts based on medical certificates issued 27 or less months ago. All other years based on medical certificates issued 25 or less months ago.

N/A Not available. Recreational certificate first issued in 1990.

**TABLE 7-2**  
**ESTIMATED ACTIVE WOMEN AIRMEN CERTIFICATES HELD**  
**DECEMBER 31, 1985- 1994**

CATEGORY	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994 7/
<b>Pilot--Total</b>	<b>43,483</b>	<b>43,082</b>	<b>42,578</b>	<b>42,299</b>	<b>42,366</b>	<b>40,515</b>	<b>40,931</b>	<b>40,620</b>	<b>39,460</b>	<b>39,157</b>
Student 1/	19,058	18,899	18,367	17,529	17,637	15,007	14,501	13,921	12,788	12,061
Recreational 1/ Airplane 2/	N/A	N/A	N/A	N/A	N/A	6	15	10	17	21
Private	17,974	17,532	17,349	17,544	16,988	17,301	17,514	17,276	16,997	17,196
Commercial	4,185	4,176	4,208	4,410	4,760	5,210	5,652	5,918	5,981	6,000
Airline Transport	1,184	1,334	1,538	1,745	1,898	2,082	2,308	2,530	2,738	2,924
Rotorcraft (only)	196	232	247	259	273	292	307	313	276	277
Glider (only) 3/	653	667	627	590	586	617	634	652	663	678
Lighter-than-air 3,4/	233	242	242	222	224	4/	4/	4/	4/	4/
<b>Flight Instructor Certificates 5/</b>	<b>2,731</b>	<b>2,687</b>	<b>2,909</b>	<b>3,018</b>	<b>3,074</b>	<b>3,239</b>	<b>3,629</b>	<b>3,964</b>	<b>4,338</b>	<b>4,481</b>
<b>Nonpilot--Total</b>	<b>6,017</b>	<b>6,502</b>	<b>7,101</b>	<b>7,842</b>	<b>10,683</b>	<b>9,557</b>	<b>10,324</b>	<b>11,514</b>	<b>12,363</b>	<b>13,026</b>
Mechanic 6/	1,775	1,964	2,237	2,565	2,892	3,333	3,901	4,398	4,839	5,175
Parachute Rigger 6/	412	414	428	441	451	474	363	390	413	442
Ground Instructor 6/	2,980	3,087	3,232	3,391	3,554	3,760	3,952	4,338	4,615	4,804
Dispatcher 6/	394	460	524	622	711	802	852	1,004	1,083	1,159
Flight Navigator	1	0	0	1	1	0	0	0	0	0
Flight Engineer	455	577	680	822	3,074	1,188	1,256	1,384	1,413	1,446

1/ Category of certificate unknown.

2/ Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate.

3/ Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examination within the last 25 months.

4/ Lighter-than-air type ratings are no longer being issued.

5/ Not included in total.

6/ Numbers represent all certificates on record. No medical examination required.

7/ 1994 counts based on medical certificates issued 27 or less months ago. All other years based on medical certificates issued 25 or less months ago.

N/A Not available. Recreational certificate first issued in 1990.

TABLE 7-3  
ESTIMATED ACTIVE PILOT CERTIFICATES HELD  
BY CLASS OF CERTIFICATE AND BY FAA REGION  
December 31, 1994

CLASS OF CERTIFICATE	Total 1/	Alaskan	Central	Eastern	Great Lakes	New England	Northwest Mountain	Southern	Southwest	Western-Pacific	Outside U.S. 2/
Total--All Pilots	654,088	9,404	31,853	83,220	108,139	29,653	65,859	117,834	75,692	108,898	23,536
Student 3/	96,254	1,043	4,382	13,794	16,786	4,661	9,333	17,228	10,574	15,360	3,093
Recreational 3/	241	1	14	48	66	21	11	44	17	9	10
Airplane 4/											
Private --Total	284,236	4,320	16,367	36,295	52,771	13,600	29,047	46,290	30,630	48,797	6,119
Private Airplane (only)	273,051	4,199	15,920	34,696	51,375	13,083	27,844	44,355	29,480	46,495	5,804
Private Airplane, Private Glider	4,039	38	147	644	612	191	422	635	412	857	81
Private Airplane, Commercial Glider	938	5	21	187	142	71	125	109	77	192	9
Private Airplane, Private Gyroplane	32	0	2	2	9	2	2	4	5	6	0
Private Airplane, Private Helicopter	1,835	17	70	222	195	107	184	250	173	430	187
Private Airplane, Private Glider, Private Helicopter	67	0	1	13	9	5	4	9	4	13	9
Private Airplane, Commercial Helicopter	4,215	60	205	525	424	139	463	911	475	788	225
Private Airplane, Private Glider, Commercial Helicopter	35	1	1	3	2	1	2	6	3	12	4
Private Airplane, Commercial Glider, Commercial Helicopter	14	0	0	2	1	1	0	6	1	3	0
Private Airplane, Commercial Gyroplane, Commercial Helicopter	10	0	0	1	2	0	1	5	0	1	0
Commercial--Total	138,728	2,408	6,733	16,651	21,519	5,478	13,471	25,584	17,004	22,076	7,804
Commercial Airplane (only)	119,915	2,096	5,925	14,172	19,377	4,761	11,408	21,446	14,688	18,575	7,467
Commercial Airplane, Private Glider	1,968	30	90	290	277	81	219	351	213	394	23
Commercial Airplane, Commercial Glider	3,558	35	136	542	482	198	490	572	376	692	35
Commercial Airplane, Commercial Gyroplane, Commercial Glider	5	0	1	0	1	0	0	1	0	2	0
Commercial Airplane, Private Helicopter	482	8	27	58	66	29	50	71	45	97	31
Commercial Airplane, Commercial Glider, Private Helicopter	33	0	1	5	6	2	2	5	3	9	0
Commercial Airplane, Commercial Helicopter	12,054	230	519	1,495	1,232	367	1,223	2,996	1,611	2,143	238
Commercial Airplane, Private Glider, Commercial Helicopter	157	1	6	21	21	5	23	34	13	30	3
Commercial Airplane, Commercial Glider, Commercial Helicopter	489	7	23	65	48	32	48	91	50	121	4
Commercial Airplane, Commercial Helicopter, Commercial Gyroplane	27	0	0	2	4	0	4	8	0	6	3
Commercial Airplane, Commercial Gyroplane	28	1	4	1	3	2	3	7	4	3	0
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter	12	0	1	0	2	1	1	2	1	4	0
Commercial Glider											
Airline Transport --Total	117,434	1,514	3,959	13,616	15,285	4,966	12,413	26,162	15,834	18,500	5,185
Airline Transport Airplane (only)	115,200	1,441	3,906	13,234	15,081	4,844	12,213	25,676	15,487	18,200	5,118
Airline Transport Airplane, Airline Transport Helicopter	2,234	73	53	382	204	122	200	486	347	300	67
Rotorcraft (only) 5/ --Total	8,719	103	252	1,106	685	407	688	1,757	980	1,667	1,074
Private Gyroplane	15	0	1	0	7	1	1	1	1	1	2
Private Helicopter	2,046	7	30	225	148	161	133	198	99	520	525
Commercial Helicopter	6,160	76	214	801	494	231	512	1,469	772	1,094	497
Commercial Helicopter, Private Glider	6	0	0	3	1	0	0	0	0	2	0
Commercial Helicopter, Commercial Glider	4	0	0	2	0	0	1	1	0	0	0
Commercial Gyroplane	3	0	0	0	1	0	0	0	1	0	1
Commercial Helicopter, Commercial Gyroplane	2	0	1	0	0	0	0	0	1	0	0
Airline Transport Helicopter	483	20	6	75	34	14	41	88	106	50	49
Glider only 6/ --Total	8,476	15	146	1,710	1,027	520	896	769	653	2,489	251
Private Glider	7,357	10	126	1,445	892	436	762	671	572	2,224	219
Commercial Glider	1,119	5	20	265	135	84	134	98	81	265	32
Flight Instructor Certificates 8/	76,171	1,016	3,640	10,480	12,942	3,387	7,590	13,568	9,272	12,513	1,763
Instrument Ratings 8,9/	302,300	4,000	13,180	37,634	46,303	12,933	29,474	60,709	37,327	48,372	12,368

1/ Includes Outside U.S. total.

2/ Outside U.S. includes airmen certificated by the FAA who live outside the 50 states or foreign countries.

3/ Category of certificate unknown.

4/ Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate.

5/ See table 7 for the total number of pilots with a helicopter certificate.

6/ See table 8 for the total number of pilots with a glider certificate.

7/ Glider pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examination within the last 25 months.

8/ Not included in total.

9/ Special ratings shown on pilot certificates, do not indicate additional certificates.

TABLE 7-4  
ESTIMATED ACTIVE PILOT CERTIFICATE HELD  
BY CLASS OF CERTIFICATE  
DECEMBER 31, 1985 - 1994

CLASS OF CERTIFICATE	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985
Total--All Pilots	654,088	665,069	682,959	692,095	702,659	700,010	694,016	699,653	709,118	709,540
Student 1/--Total	96,254	103,583	114,597	120,203	128,663	142,544	136,913	146,016	150,273	146,652
Recreational 1/	241	206	187	161	87	NA	NA	NA	NA	NA
Airplane 2/										
Private --Total	284,236	283,700	288,078	293,306	299,111	293,179	299,786	300,949	305,736	311,086
Private Airplane (only)	273,051	272,382	276,713	282,047	288,035	282,540	289,318	290,694	295,607	301,021
Private Airplane, Private Glider	4,039	4,014	4,030	4,113	4,144	4,049	4,059	4,105	4,144	4,234
Private Airplane, Commercial Glider	938	920	893	878	841	807	799	795	772	767
Private Airplane, Private Gyroplane	32	25	28	20	22	31	26	29	25	29
Private Airplane, Private Helicopter	1,835	1,792	1,731	1,722	1,692	1,459	1,392	1,316	1,288	1,236
Private Airplane, Private Glider, Private Helicopter	67	67	68	71	67	58	60	55	47	48
Private Airplane, Commercial Helicopter	4,215	4,446	4,561	4,405	4,357	4,186	4,081	3,904	3,805	3,713
Private Airplane, Private Glider, Commercial Helicopter	35	31	37	35	36	30	32	37	33	21
Private Airplane, Commercial Glider, Commercial Helicopter	14	16	15	14	15	17	17	12	14	16
Private Airplane, Commercial Gyroplane, Commercial Helicopter	10	7	2	1	2	2	2	2	1	1
Commercial--Total	138,728	143,014	146,385	148,365	149,666	144,540	143,030	143,645	147,798	151,632
Commercial Airplane (only)	119,915	123,967	126,797	128,207	128,628	123,612	121,819	121,934	125,235	128,749
Commercial Airplane, Private Glider	1,988	1,976	2,055	2,072	2,081	2,057	2,083	2,070	2,148	2,164
Commercial Airplane, Commercial Glider	3,558	3,560	3,630	3,845	3,778	3,685	3,703	3,777	3,983	4,073
Commercial Airplane, Commercial Gyroplane, Commercial Glider	5	3	1	2	2	3	2	1	1	1
Commercial Airplane, Private Helicopter	482	465	401	379	348	325	302	274	262	245
Commercial Airplane, Commercial Glider, Private Helicopter	33	29	27	26	28	27	24	18	16	19
Commercial Airplane, Commercial Helicopter	12,054	12,303	12,767	13,318	14,036	14,085	14,346	14,778	15,335	15,550
Commercial Airplane, Private Glider, Commercial Helicopter	157	157	149	148	163	154	150	152	156	162
Commercial Airplane, Commercial Glider, Commercial Helicopter	489	487	509	518	543	535	562	587	609	614
Commercial Airplane, Commercial Helicopter, Commercial Gyroplane	27	25	18	19	20	19	22	20	23	25
Commercial Airplane, Commercial Gyroplane	28	30	20	25	31	27	24	24	21	23
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter	12	12	11	10	10	11	13	10	9	7
Airline Transport --Total	117,434	117,070	115,855	112,167	107,732	102,087	96,968	91,287	87,186	82,740
Airline Transport Airplane (only)	115,200	114,863	113,692	110,131	105,830	100,317	95,282	89,694	85,714	81,367
Airline Transport Airplane, Airline Transport Helicopter	2,234	2,207	2,163	2,036	1,902	1,770	1,686	1,593	1,472	1,373
Rotorcraft (only) 3/--Total	8,719	9,168	9,652	9,860	9,567	8,863	8,608	8,702	8,581	8,123
Private Gyroplane	15	17	18	15	11	12	15	10	9	5
Private Helicopter	2,046	1,933	1,917	1,864	1,572	1,264	1,143	1,019	892	808
Commercial Helicopter	6,160	6,684	7,199	7,469	7,524	7,116	6,997	7,228	7,230	6,862
Commercial Helicopter, Private Glider	6	5	5	7	4	5	7	5	6	5
Commercial Helicopter, Commercial Glider	4	6	4	2	3	2	4	5	6	9
Commercial Gyroplane	3	2	1	1	2	1	0	1	1	0
Commercial Helicopter, Commercial Gyroplane	2	2	2	2	2	1	2	1	2	2
Airline Transport Helicopter	483	519	508	500	449	481	440	433	435	432
Glider (only) 4,5/--Total	8,476	8,328	8,205	8,033	7,833	7,708	7,600	7,901	8,411	8,168
Private Glider	7,357	7,210	7,090	6,929	6,773	6,652	6,528	6,734	7,168	7,000
Commercial Glider	1,119	1,118	1,115	1,104	1,060	1,056	1,072	1,167	1,243	1,168
Lighter-Than-Air 5,6/	6/	8/	8/	6/	8/	1,089	1,111	1,153	1,133	1,139
Flight Instructor Certificates 7/	76,171	75,021	72,148	69,209	63,775	61,472	61,798	60,318	57,355	58,940
Instrument Ratings 7,8/	302,300	305,517	306,169	303,193	297,073	282,804	273,804	266,122	262,388	258,559

1/ Category of certificate unknown.

2/ Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate

3/ See table 7 for the total number of pilots with a helicopter certificate.

4/ See table 8 for the total number of pilots with a glider certificate.

5/ Glider and lighter-than-air pilots are not required to have a medical examination; however, the totals above represent pilots who received a medical examination within the last 25 months.

6/ Lighter-than-air type ratings are no longer being issued.

7/ Not included in total.

8/ Special ratings shown on pilot certificates, do not indicate additional certificates.

N/A Not available. Recreational certificate first issued in 1990.

TABLE 7-5  
ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS  
BY FAA REGION AND STATE  
DECEMBER 31, 1994

FAA REGION AND STATE	Total Pilots	Students 1/	Airplane 2/			Misc. 3/	Flight Instructor 4/
			Private	Commercial	Airline Transport		
<b>Total 5/</b>	<b>654,088</b>	<b>96,254</b>	<b>284,236</b>	<b>138,728</b>	<b>117,434</b>	<b>17,436</b>	<b>76,171</b>
<b>United States--Total</b>	<b>630,552</b>	<b>93,161</b>	<b>278,117</b>	<b>130,924</b>	<b>112,249</b>	<b>16,101</b>	<b>74,408</b>
<b>Alaskan</b>	<b>9,404</b>	<b>1,043</b>	<b>4,320</b>	<b>2,408</b>	<b>1,514</b>	<b>119</b>	<b>1,016</b>
<b>Central--total</b>	<b>31,853</b>	<b>4,382</b>	<b>16,367</b>	<b>6,733</b>	<b>3,959</b>	<b>412</b>	<b>3,640</b>
Iowa	6,523	895	3,653	1,359	557	59	752
Kansas	8,808	1,184	4,535	1,909	1,056	124	1,008
Missouri	11,967	1,679	5,826	2,361	1,900	201	1,414
Nebraska	4,555	624	2,353	1,104	446	28	466
<b>Eastern--total</b>	<b>83,220</b>	<b>13,794</b>	<b>36,295</b>	<b>16,651</b>	<b>13,616</b>	<b>2,864</b>	<b>10,480</b>
Delaware	1,609	237	676	329	320	47	234
District of Columbia	511	94	218	121	44	34	54
Maryland	9,246	1,429	4,207	1,837	1,458	315	1,170
New Jersey	12,941	2,187	5,703	2,380	2,214	457	1,607
New York	20,778	3,898	9,415	4,040	2,447	978	2,554
Pennsylvania	20,153	3,233	9,050	3,803	3,534	533	2,634
Virginia	14,984	2,162	5,631	3,492	3,290	409	1,923
West Virginia	2,312	410	1,167	446	237	52	253
Armed Forces Europe	686	144	228	203	72	39	51
<b>Great Lakes--total</b>	<b>108,139</b>	<b>16,786</b>	<b>52,771</b>	<b>21,519</b>	<b>15,285</b>	<b>1,778</b>	<b>12,942</b>
Illinois	23,754	3,782	10,602	4,694	4,250	426	3,088
Indiana	12,162	2,006	6,109	2,399	1,490	158	1,426
Michigan	18,904	3,097	9,663	3,512	2,204	428	2,188
Minnesota	16,025	2,161	7,597	3,398	2,676	193	1,919
North Dakota	2,925	373	1,375	976	180	21	333
Ohio	20,273	3,202	9,996	3,895	2,761	419	2,451
South Dakota	2,293	331	1,138	547	262	15	224
Wisconsin	11,803	1,834	6,291	2,098	1,462	118	1,313
<b>New England--total</b>	<b>29,653</b>	<b>4,661</b>	<b>13,600</b>	<b>5,478</b>	<b>4,966</b>	<b>948</b>	<b>3,387</b>
Connecticut	7,560	1,104	3,260	1,311	1,638	247	862
Maine	3,595	612	1,756	763	415	49	347
Massachusetts	10,950	1843	5350	2013	1307	437	1256
New Hampshire	4,449	588	1,767	804	1,182	108	575
Rhode Island	1,382	234	659	275	177	37	154
Vermont	1,717	280	808	312	247	70	193
<b>Northwest Mountain--Total</b>	<b>65,859</b>	<b>9,333</b>	<b>29,047</b>	<b>13,471</b>	<b>12,413</b>	<b>1,595</b>	<b>7,590</b>
Colorado	17,058	2,254	6,587	3,611	4,099	507	2,385
Idaho	4,633	652	2,362	972	559	88	434
Montana	3,805	509	1,929	927	378	62	405
Oregon	10,361	1,533	5,471	2,102	1,011	244	1,079
Utah	6,192	1,080	2,619	1,101	1,277	115	616
Washington	21,920	3,074	9,096	4,373	4,829	548	2,468
Wyoming	1,890	231	983	385	260	31	203

**TABLE 7-5**  
**ESTIMATED ACTIVE PILOTS AND FLIGHT INSTRUCTORS**  
**BY FAA REGION AND STATE**  
**DECEMBER 31, 1994**

FAA REGION AND STATE	Total Pilots	Students 1/	Airplane 2/			Misc. 3/	Flight Instructor 4/
			Private	Commercial	Airline Transport		
<b>Southern--Total</b>	<b>117,834</b>	<b>17,228</b>	<b>46,290</b>	<b>25,584</b>	<b>26,162</b>	<b>2,570</b>	<b>13,568</b>
Alabama	8,225	1,449	3,541	1,926	905	404	1,006
Florida	47,510	6,544	18,166	11,090	10,929	781	5,830
Georgia	17,851	2,447	6,342	3,439	5,303	320	1,819
Kentucky	6,436	1,048	2,633	1,103	1,511	141	733
Mississippi	4,369	760	1,732	1,265	496	116	466
North Carolina	14,584	2,094	6,176	2,904	3,045	365	1,532
South Carolina	6,354	1,044	2,805	1,463	915	127	663
Tennessee	12,405	1,819	4,871	2,364	3,042	309	1,505
Armed Forces Central & South	100	23	24	30	16	7	14
<b>Southwest--Total</b>	<b>76,370</b>	<b>10,801</b>	<b>30,813</b>	<b>17,184</b>	<b>15,893</b>	<b>1,679</b>	<b>9,319</b>
Arkansas	5,590	897	2,529	1,470	634	60	595
Louisiana	6,832	1,004	2,678	1,926	961	263	828
New Mexico	4,715	631	2,100	1,111	736	137	582
Oklahoma	9,749	1,581	4,645	2,251	1,148	124	1,235
Texas	48,806	6,461	18,678	10,246	12,355	1,066	6,032
Armed Forces Pacific	678	227	183	180	59	29	47
<b>Western-Pacific--Total</b>	<b>108,220</b>	<b>15,133</b>	<b>48,614</b>	<b>21,896</b>	<b>18,441</b>	<b>4,136</b>	<b>12,466</b>
Arizona	15,738	2,245	6,317	3,400	3,260	516	2,228
California	83,614	11,791	39,245	16,704	12,653	3,221	9,112
Hawaii	2,991	412	832	673	847	227	361
Nevada	5,877	685	2,220	1,119	1,681	172	765
<b>Outside U. S. --Total 7/</b>	<b>23,536</b>	<b>3,093</b>	<b>6,119</b>	<b>7,804</b>	<b>5,185</b>	<b>1,335</b>	<b>1,763</b>
Other U. S. Areas:	1,612	419	552	289	295	57	0
American Samoa	9	0	1	4	4	0	0
Canal Zone	1	0	1	0	0	0	0
Guam	154	38	30	28	57	1	0
Puerto Rico	1,204	338	412	208	191	55	0
Virgin Islands	244	43	108	49	43	1	0
Wake Island	0	0	0	0	0	0	0

1/ Category of certificate unknown.

2/ Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate

3/ Includes helicopter, glider, and recreational.

4/ Not included in total.

5/ Includes Outside U.S.

6/ Military personnel holding civilian certificate stationed in foreign country.

7/ Outside U.S. includes Other U.S. Areas outside of the 50 states and foreign countries.



TABLE 7-6  
ESTIMATED ACTIVE WOMEN PILOTS AND FLIGHT INSTRUCTORS  
BY FAA REGION AND STATE  
DECEMBER 31, 1994

FAA REGION AND STATE	Total Pilots	Students 1/	Airplane 2/			Misc. 3/	Flight Instructor 4/
			Private	Commercial	Airline Transport		
<b>Total 5/</b>	<b>39,157</b>	<b>12,061</b>	<b>17,196</b>	<b>6,000</b>	<b>2,924</b>	<b>976</b>	<b>4,481</b>
<b>United States--Total</b>	<b>38,167</b>	<b>11,845</b>	<b>16,806</b>	<b>5,737</b>	<b>2,861</b>	<b>918</b>	<b>4,398</b>
<b>Alaskan Region--Total</b>	<b>704</b>	<b>188</b>	<b>348</b>	<b>115</b>	<b>45</b>	<b>8</b>	<b>75</b>
<b>Central Region--Total</b>	<b>1,684</b>	<b>521</b>	<b>854</b>	<b>213</b>	<b>76</b>	<b>20</b>	<b>144</b>
Iowa	298	105	145	38	10	0	25
Kansas	482	139	254	56	26	7	46
Missouri	686	203	355	83	33	12	51
Nebraska	218	74	100	36	7	1	22
<b>Eastern Region--Total</b>	<b>5,167</b>	<b>1,713</b>	<b>2,152</b>	<b>757</b>	<b>357</b>	<b>188</b>	<b>586</b>
Delaware	77	31	24	11	8	3	11
District of Columbia	51	15	23	6	5	2	3
Maryland	684	193	324	97	43	27	63
New Jersey	811	268	340	126	52	25	98
New York	1,275	478	486	162	76	73	137
Pennsylvania	1,200	378	525	187	81	29	147
Virginia	927	296	371	146	88	26	118
West Virginia	96	39	39	13	2	3	6
Armed Forces 6/	46	15	20	9	2	0	3
<b>Great Lakes Region--Total</b>	<b>6,594</b>	<b>2,112</b>	<b>2,904</b>	<b>1,088</b>	<b>391</b>	<b>99</b>	<b>811</b>
Illinois	1,541	477	616	295	131	22	229
Indiana	656	221	281	117	29	8	79
Michigan	1,214	404	545	171	61	33	139
Minnesota	976	267	454	182	63	10	128
North Dakota	141	42	66	30	3	0	14
Ohio	1,247	412	563	180	72	20	154
South Dakota	110	45	46	13	6	0	9
Wisconsin	709	244	333	100	26	6	59
<b>New England Region--Total</b>	<b>1,950</b>	<b>583</b>	<b>897</b>	<b>283</b>	<b>130</b>	<b>57</b>	<b>212</b>
Connecticut	485	121	219	79	48	18	60
Maine	195	69	96	23	6	1	12
Massachusetts	741	225	344	105	46	21	79
New Hampshire	286	86	121	48	22	9	41
Rhode Island	99	33	50	12	2	2	7
Vermont	144	49	67	16	6	6	13
<b>Northwest Mountain Region--Total</b>	<b>4,429</b>	<b>1,336</b>	<b>1,942</b>	<b>696</b>	<b>342</b>	<b>113</b>	<b>533</b>
Colorado	1,225	349	462	239	139	36	185
Idaho	268	96	120	35	12	5	31
Montana	222	67	114	29	9	3	18
Oregon	711	211	350	98	29	23	70
Utah	290	102	128	34	18	8	29
Washington	1,581	475	693	250	125	38	190
Wyoming	132	36	75	11	10	0	10

**TABLE 7-6**  
**ESTIMATED ACTIVE WOMEN PILOTS AND FLIGHT INSTRUCTORS**  
**BY FAA REGION AND STATE**  
**DECEMBER 31, 1994**

FAA REGION AND STATE	Total Pilots	Students 1/	Airplane 2/			Misc. 3/	Flight Instructor 4/
			Private	Commercial	Airline Transport		
<b>Southern Region--Total</b>	<b>6,261</b>	<b>2,108</b>	<b>2,526</b>	<b>926</b>	<b>609</b>	<b>92</b>	<b>729</b>
Alabama	368	149	159	40	7	13	21
Florida	2,882	897	1,194	474	281	36	360
Georgia	798	313	295	101	79	10	86
Kentucky	333	132	110	44	45	2	42
Mississippi	200	88	67	25	16	4	20
North Carolina	745	213	323	112	85	12	98
South Carolina	275	96	121	35	17	6	27
Tennessee	655	218	256	95	77	9	75
Armed Forces 6/	5	2	1	0	2	0	0
<b>Southwest Region--Total</b>	<b>3,902</b>	<b>1,267</b>	<b>1,699</b>	<b>543</b>	<b>316</b>	<b>77</b>	<b>422</b>
Arkansas	239	89	109	31	9	1	19
Louisiana	274	100	97	50	22	5	35
New Mexico	309	97	135	41	23	13	39
Oklahoma	588	201	262	86	34	5	64
Texas	2,492	780	1,096	335	228	53	265
<b>Western-Pacific Region--Total</b>	<b>7,476</b>	<b>2,017</b>	<b>3,484</b>	<b>1,116</b>	<b>595</b>	<b>264</b>	<b>886</b>
Arizona	1,108	265	534	188	90	31	145
California	5,734	1,564	2,720	826	420	204	654
Hawaii	196	50	54	39	35	18	35
Nevada	383	104	163	58	49	9	51
Armed Forces 6/	55	34	13	5	1	2	1
<b>Outside U. S. --Total 7/</b>	<b>990</b>	<b>216</b>	<b>390</b>	<b>263</b>	<b>63</b>	<b>58</b>	<b>83</b>
Other U. S. Areas:	84	42	23	8	5	6	0
American Samoa	11	6	2	0	3	0	0
Canal Zone	50	30	10	3	2	5	0
Guam	23	6	11	5	0	1	0

1/ Category of certificate unknown.

2/ Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate

3/ Includes helicopter, glider, and recreational.

4/ Not included in total.

5/ Includes Outside U.S.

6/ Military personnel holding civilian certificate stationed in foreign country.

7/ Outside U.S. includes Other U.S. Areas outside of the 50 states and foreign countries.

**TABLE 7-7**  
**ESTIMATED ACTIVE HELICOPTER PILOTS BY CLASS OF CERTIFICATE**  
**DECEMBER 31, 1985 - 1994**

CLASS OF CERTIFICATE	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985
<b>TOTAL</b>	<b>30,448</b>	<b>31,270</b>	<b>32,158</b>	<b>32,605</b>	<b>32,741</b>	<b>31,602</b>	<b>31,349</b>	<b>31,513</b>	<b>31,697</b>	<b>31,206</b>
<b>Private--Total</b>	<b>4,510</b>	<b>4,328</b>	<b>4,188</b>	<b>4,097</b>	<b>3,640</b>	<b>3,176</b>	<b>2,962</b>	<b>2,721</b>	<b>2,539</b>	<b>2,390</b>
Private Helicopter	2,046	1,933	1,917	1,864	1,572	1,264	1,143	1,019	892	808
Private Helicopter, Private Airplane	1,835	1,792	1,731	1,722	1,592	1,459	1,392	1,316	1,288	1,236
Private Helicopter, Private Airplane, Private Glider	67	67	68	71	67	58	60	55	47	48
Private Helicopter, Commercial Airplane	482	465	401	379	348	325	302	274	262	245
Private Helicopter, Commercial Airplane, Commercial Glider	33	29	27	26	28	27	24	18	16	19
Private Gyroplane	15	17	16	15	11	12	15	10	9	5
Private Gyroplane, Private Airplane	32	25	28	20	22	31	26	29	25	29
<b>Commercial--Total</b>	<b>23,221</b>	<b>24,216</b>	<b>25,299</b>	<b>25,972</b>	<b>26,750</b>	<b>26,195</b>	<b>26,261</b>	<b>26,766</b>	<b>27,251</b>	<b>27,011</b>
Commercial Helicopter	6,160	6,684	7,199	7,469	7,524	7,116	6,997	7,228	7,230	6,862
Commercial Helicopter, Private Airplane	4,215	4,446	4,561	4,405	4,357	4,186	4,081	3,904	3,805	3,713
Commercial Helicopter, Private Glider	6	5	5	7	4	6	7	5	6	5
Commercial Helicopter, Commercial Glider	4	6	4	2	3	2	4	5	6	9
Commercial Helicopter, Private Airplane, Commercial Gyroplane	10	7	2	1	2	2	2	2	1	1
Commercial Helicopter, Private Airplane, Private Glider	35	31	37	35	36	30	32	37	33	21
Commercial Helicopter, Private Airplane, Commercial Glider	14	16	15	14	15	17	17	12	14	16
Commercial Helicopter, Commercial Airplane	12,054	12,303	12,767	13,316	14,036	14,085	14,346	14,778	15,335	15,550
Commercial Helicopter, Commercial Airplane, Private Glider	157	157	149	146	163	154	150	152	156	162
Commercial Helicopter, Commercial Airplane, Commercial Glider	489	487	509	518	543	535	562	587	609	614
Commercial Gyroplane	3	2	1	1	2	1	0			
Commercial Helicopter, Commercial Airplane, Commercial Gyroplane	27	25	18	19	20	19	22	20	23	25
Commercial Helicopter, Commercial Airplane, Commercial Gyroplane, Commercial Glider	12	12	11	10	10	11	13	10	9	7
Commercial Helicopter, Commercial Gyroplane	2	2		2	2	1	2	1	2	2
Commercial Gyroplane, Commercial Airplane	28	30	20	25	31	27	24	24	21	23
Commercial Gyroplane, Commercial Airplane, Commercial Glider	5	3	1	2	2	3	2	1	1	1
<b>Airline Transport--Total</b>	<b>2,717</b>	<b>2,726</b>	<b>2,671</b>	<b>2,536</b>	<b>2,351</b>	<b>2,231</b>	<b>2,126</b>	<b>2,026</b>	<b>1,907</b>	<b>1,805</b>
Airline Transport Helicopter	483	519	508	500	449	461	440	433	435	432
Airline Transport Helicopter, Airline Transport Airplane	2,234	2,207	2,163	2,036	1,902	1,770	1,686	1,593	1,472	1,373

TABLE 7-8  
ESTIMATED ACTIVE GLIDER PILOTS BY CLASS OF CERTIFICATE  
DECEMBER 31, 1985 - 1994

CLASS OF CERTIFICATE	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985
<b>Total</b>	<b>19,801</b>	<b>19,611</b>	<b>19,639</b>	<b>19,570</b>	<b>19,546</b>	<b>19,149</b>	<b>19,095</b>	<b>19,530</b>	<b>20,355</b>	<b>20,308</b>
<b>Private--Total</b>	<b>13,629</b>	<b>13,460</b>	<b>13,434</b>	<b>13,370</b>	<b>13,268</b>	<b>13,006</b>	<b>12,899</b>	<b>13,158</b>	<b>13,702</b>	<b>13,634</b>
Private Glider	7,357	7,210	7,090	6,929	6,773	6,652	6,528	6,734	7,168	7,000
Private Glider, Private Airplane	4,039	4,014	4,030	4,113	4,144	4,049	4,059	4,105	4,144	4,234
Private Glider, Private Airplane, Private Helicopter	67	67	68	71	67	58	60	55	47	48
Private Glider, Private Airplane, Commercial Helicopter	35	31	37	35	36	30	32	37	33	21
Private Glider, Commercial Airplane	1,968	1,976	2,055	2,072	2,081	2,057	2,063	2,070	2,148	2,164
Private Glider, Commercial Airplane, Commercial Helicopter	157	157	149	146	163	154	150	152	156	162
Private Glider, Commercial Helicopter	6	5	5	4	4	6	7	5	6	5
<b>Commercial--Total</b>	<b>6,172</b>	<b>6,151</b>	<b>6,205</b>	<b>6,200</b>	<b>6,278</b>	<b>6,143</b>	<b>6,196</b>	<b>6,372</b>	<b>6,653</b>	<b>6,674</b>
Commercial Glider	1,119	1,118	1,115	1,104	1,060	1,056	1,072	1,167	1,243	1,168
Commercial Glider, Commercial Airplane	3,558	3,560	3,630	3,645	3,776	3,685	3,703	3,777	3,983	4,073
Commercial Glider, Private Airplane	938	920	893	878	841	807	799	795	772	767
Commercial Glider, Private Airplane, Commercial Helicopter	14	16	15	14	15	17	17	12	14	16
Commercial Glider, Commercial Helicopter	4	6	4	3	3	2	4	5	6	9
Commercial Glider, Commercial Airplane, Private Helicopter	33	29	27	26	28	27	24	18	16	19
Commercial Glider, Commercial Airplane, Commercial Helicopter	489	487	509	518	543	535	562	587	609	614
Commercial Glider, Commercial Airplane, Commercial Gyroplane	5	3	1	2	2	3	2	1	1	1
Commercial Glider, Commercial Airplane, Commercial Gyroplane, Commercial Helicopter	12	12	11	10	10	11	13	10	9	7

**TABLE 7-9**  
**ESTIMATED INSTRUMENT RATINGS HELD**  
**BY CLASS OF CERTIFICATE BY FAA REGION**  
**DECEMBER 31, 1994**

Class of Certificate	Total 1/	Alaskan	Central	Eastern	Great Lakes	New England	Northwest Mountain	Southern	South-west	Western-Pacific	Outside U.S. 2/
<b>Total--All Pilots</b>	<b>302,299</b>	<b>4,000</b>	<b>13,180</b>	<b>37,634</b>	<b>46,303</b>	<b>12,933</b>	<b>29,474</b>	<b>60,708</b>	<b>37,327</b>	<b>48,372</b>	<b>12,368</b>
<b>Airplane</b>											
<b>Private --Total</b>	<b>57,594</b>	<b>372</b>	<b>3,180</b>	<b>7,988</b>	<b>11,042</b>	<b>2,877</b>	<b>4,873</b>	<b>10,272</b>	<b>6,127</b>	<b>10,084</b>	<b>779</b>
Private Airplane (only)	53,167	316	2,960	7,336	10,483	2,691	4,438	9,296	5,602	9,340	705
Private Airplane, Private Glider	1,128	6	37	177	186	53	102	187	113	255	12
Private Airplane, Commercial Glider	143	1	3	25	20	17	22	11	16	26	2
Private Airplane, Private Helicopter	512	2	25	72	68	33	54	87	58	101	12
Private Airplane, Private Glider, Private Helicopter	33	0	0	6	6	3	3	2	3	7	3
Private Airplane, Commercial Helicopter	2,584	47	153	370	275	78	252	683	332	349	45
Private Airplane, Private Gyroplane	4	0	1	0	2	1	0	0	0	0	0
Private Airplane, Private Glider, Commercial Helicopter	15	0	1	1	1	0	2	3	2	5	0
Private Airplane, Commercial Glider, Commercial Helicopter	7	0	0	1	0	1	0	3	1	1	0
Private Airplane, Other	1	0	0	0	1	0	0	0	0	0	0
<b>Commercial --Total</b>	<b>122,924</b>	<b>2,052</b>	<b>5,843</b>	<b>15,396</b>	<b>19,577</b>	<b>4,923</b>	<b>11,831</b>	<b>22,997</b>	<b>14,734</b>	<b>19,257</b>	<b>6,314</b>
Commercial Airplane (only)	108,047	1,775	5,109	13,104	17,646	4,262	10,034	19,202	12,682	16,218	6,015
Commercial Airplane, Private Glider	1,732	26	78	255	247	79	192	314	179	341	21
Commercial Airplane, Commercial Glider	3,012	31	125	467	426	174	415	466	320	556	32
Commercial Airplane, Private Helicopter	441	8	23	58	61	28	46	65	42	83	31
Commercial Airplane, Commercial Helicopter	11,011	205	474	1,428	1,124	338	1,071	2,815	1,449	1,902	205
Commercial Airplane, Private Glider, Commercial Helicopter	139	1	6	19	17	5	21	32	11	24	3
Commercial Airplane, Commercial Glider, Commercial Helicopter	449	7	22	60	40	32	43	86	45	110	4
Commercial Airplane, Commercial Gyroplane	23	1	3	1	3	2	3	5	3	2	0
Commercial Airplane, Commercial Helicopter, Commercial Gyroplane	22	0	0	1	4	0	3	5	0	6	3
Commercial Airplane, Commercial Gyroplane, Commercial Glider	5	0	1	0	1	0	0	1	0	2	0
Commercial Airplane, Commercial Glider, Private Helicopter	31	0	1	5	6	2	2	4	2	9	0
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	12	0	1	0	2	1	1	2	1	4	0
<b>Airline Transport --Total</b>	<b>117,434</b>	<b>1,514</b>	<b>3,959</b>	<b>13,616</b>	<b>15,285</b>	<b>4,966</b>	<b>12,413</b>	<b>26,162</b>	<b>15,834</b>	<b>18,500</b>	<b>5,185</b>
Airline Transport Airplane (only)	115,200	1,441	3,906	13,234	15,081	4,844	12,213	25,676	15,487	18,200	5,118
Airline Transport Airplane, Airline Transport Helicopter	2,234	73	53	382	204	122	200	486	347	300	67
<b>Rotorcraft (only)--Total</b>	<b>4,347</b>	<b>62</b>	<b>198</b>	<b>634</b>	<b>399</b>	<b>167</b>	<b>357</b>	<b>1,277</b>	<b>632</b>	<b>531</b>	<b>90</b>
Commercial Helicopter	4,286	61	196	624	392	162	352	1,267	621	525	86
Airline Transport Helicopter	44	1	2	6	5	2	5	7	10	4	2
Other	17	0	0	4	2	3	0	3	1	2	2

1/ Includes Outside U.S. total.

2/ Outside U.S. includes airmen certificated by FAA who live outside the 50 states or foreign countries.

**TABLE 7-10**  
**ESTIMATED INSTRUMENT RATINGS HELD**  
**DECEMBER 31, 1984 - 1994**

Class of Certificate	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
<b>Total--All Pilots</b>	<b>258,559</b>	<b>262,388</b>	<b>266,122</b>	<b>273,804</b>	<b>282,804</b>	<b>297,073</b>	<b>303,193</b>	<b>306,169</b>	<b>305,517</b>	<b>302,299</b>
<b>Airplane</b>										
<b>Private --Total</b>	<b>43,902</b>	<b>45,672</b>	<b>47,746</b>	<b>49,381</b>	<b>51,067</b>	<b>53,920</b>	<b>55,557</b>	<b>56,199</b>	<b>57,198</b>	<b>57,594</b>
Private Airplane (only)	40,330	41,947	43,885	45,316	46,859	49,550	51,215	51,753	52,692	53,167
Private Airplane, Private Glider	954	955	983	1,007	1,023	1,069	1,103	1,096	1,111	1,128
Private Airplane, Commercial Glider	85	95	102	108	119	122	134	131	141	143
Private Airplane, Private Helicopter	313	318	332	356	403	432	451	470	501	512
Private Airplane, Private Glider, Private Helicopter	16	20	25	25	27	32	31	28	31	33
Private Airplane, Commercial Helicopter	2,180	2,302	2,385	2,537	2,606	2,683	2,594	2,688	2,693	2,584
Private Airplane, Private Gyroplane	2	2	3	3	5	5	3	4	4	4
Private Airplane, Private Glider, Commercial Helicopter	11	20	21	15	12	16	16	19	15	15
Private Airplane, Commercial Glider, Commercial Helicopter	10	12	9	13	12	10	9	9	9	7
Private Airplane, Other	1	1	1	1	1	1	1	1	1	1
<b>Commercial --Total</b>	<b>126,352</b>	<b>123,559</b>	<b>121,072</b>	<b>121,674</b>	<b>123,908</b>	<b>129,426</b>	<b>129,774</b>	<b>128,828</b>	<b>126,493</b>	<b>122,924</b>
Commercial Airplane (only)	106,522	103,913	102,017	102,982	105,402	110,719	111,835	111,350	109,442	106,047
Commercial Airplane, Private Glider	1,826	1,825	1,756	1,778	1,783	1,825	1,802	1,795	1,721	1,732
Commercial Airplane, Commercial Glider	3,318	3,227	3,098	3,033	3,037	3,141	3,048	3,036	3,012	3,012
Commercial Airplane, Private Helicopter	208	224	234	264	282	307	336	365	425	441
Commercial Airplane, Commercial Helicopter	13,723	13,624	13,250	12,911	12,708	12,716	12,079	11,612	11,220	11,011
Commercial Airplane, Private Glider, Commercial Helicopter	151	143	134	132	136	145	130	132	139	139
Commercial Airplane, Commercial Glider, Commercial Helicopter	549	549	526	506	488	496	474	468	448	449
Commercial Airplane, Commercial Gyroplane	14	13	15	15	19	22	18	17	23	23
Commercial Airplane, Commercial Helicopter, Commercial Gyroplane	18	16	15	18	16	17	16	17	21	22
Commercial Airplane, Commercial Gyroplane, Commercial Glider	1	1	1	1	2	2	2	1	3	5
Commercial Airplane, Commercial Glider, Private Helicopter	15	15	16	21	24	27	25	25	27	31
Commercial Airplane, Commercial Gyroplane, Commercial Helicopter, Commercial Glider	7	9	10	13	11	9	9	10	12	12
<b>Airline Transport --Total</b>	<b>82,740</b>	<b>87,186</b>	<b>91,287</b>	<b>96,968</b>	<b>102,087</b>	<b>107,732</b>	<b>112,167</b>	<b>115,855</b>	<b>117,070</b>	<b>117,434</b>
Airline Transport Airplane (only)	81,367	85,714	89,694	95,282	100,317	105,830	110,131	113,692	114,863	115,200
Airline Transport Airplane, Airline Transport Helicopter	1,373	1,472	1,593	1,686	1,770	1,902	2,036	2,163	2,207	2,234
<b>Rotorcraft (only)--Total</b>	<b>5,565</b>	<b>5,971</b>	<b>6,017</b>	<b>5,781</b>	<b>5,742</b>	<b>5,995</b>	<b>5,695</b>	<b>5,287</b>	<b>4,756</b>	<b>4,347</b>
Commercial Helicopter	5,472	5,873	5,927	5,695	5,660	5,923	5,624	5,214	4,689	4,286
Airline Transport Helicopter	82	89	81	75	71	62	59	58	51	44
Other	11	9	9	11	11	10	12	15	16	17

**TABLE 7-11**  
**ESTIMATED TOTAL PILOTS AND INSTRUMENT RATED PILOTS**  
**DECEMBER 31, 1986 - 1995**

Calendar Year	Total Number 1/	Instrument Rated Pilots	
		Number	Percent of Total
1995	537,905	298,798	56%
1994	557,834	302,300	54%
1993	561,486	305,517	54%
1992	568,362	306,169	54%
1991	571,892	303,193	53%
1990	574,208	297,073	52%
1989	557,466	282,804	51%
1988	557,103	273,804	49%
1987	553,637	266,122	48%
1986	558,845	262,388	47%

1/ Excludes student pilots.

**TABLE 7-12**  
**ESTIMATED ACTIVE PILOT CERTIFICATES HELD**  
**BY CATEGORY AND AGE GROUP OF HOLDER**  
**As of December 31, 1994**

Age Group	Type of Pilot Certificates								Flight Instructor 4/
	Total	Student 1/	Recre- ational 1/	Airplane 2/			Rotorcraft (Only)	Glider (Only) 3/	
				Private	Commercial	Airline Transport			
Total	654,088	96,254	241	284,236	138,728	117,434	8,719	8,476	76,171
14-15	44	44	0	0	0	0	0	0	0
16-19	13,331	9,301	2	3,723	192	0	40	73	45
20-24	44,397	14,215	5	18,322	10,655	309	686	205	5,310
25-29	63,200	14,212	10	21,054	20,355	5,486	1,768	315	11,547
30-34	79,350	14,751	20	30,084	16,548	15,526	1,750	671	10,498
35-39	89,456	13,603	36	39,038	14,306	19,987	1,365	1,121	9,447
40-44	88,235	10,909	35	42,657	13,770	18,310	1,123	1,431	8,993
45-49	85,532	7,979	33	38,355	16,069	20,510	1,243	1,343	9,657
50-54	66,845	5,016	29	30,200	14,236	16,012	455	897	7,426
55-59	46,962	2,727	22	21,014	10,897	11,510	180	612	5,298
60 and over	76,736	3,497	49	39,789	21,700	9,784	109	1,808	7,950

1/ Category of certificate unknown.

2/ Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate

3/ Glider pilots are not required to have a medical examination; however, totals above represent pilots who received a medical examination.

4/ Not included in total active pilots.

**TABLE 7-13**  
**AVERAGE AGE OF ACTIVE PILOTS BY CATEGORY**  
**DECEMBER 31, 1985-1994**

Calendar Year	Type of Pilot Certificates						
	Total 1/	Student 2/	Recre- ational 2/	Airplane 3/			
				Private	Commercial	Airline Transport	
1985	39.5	32.4	N/A	40.8	42.4	42.8	
1986	39.7	32.2	N/A	41.1	42.6	43.0	
1987	39.9	32.3	N/A	41.4	42.7	43.1	
1988	40.1	32.5	N/A	41.4	42.6	43.2	
1989	40.2	32.7	N/A	41.8	42.5	43.4	
1990	40.5	32.5	41.7	42.0	42.2	43.6	
1991	40.5	32.6	43.5	42.0	41.8	43.7	
1992	40.8	32.9	44.4	42.2	41.7	43.8	
1993	41.3	33.7	45.5	42.7	41.9	44.1	
1994	41.9	34.3	46.5	43.2	42.4	44.4	

1/ Includes helicopter (only) and glider (only) not shown separately.

2/ Category of certificate unknown.

3/ Includes pilots with an airplane only certificate. Also includes those with an airplane and a helicopter and/or glider certificate

N/A Not available. Recreational certificate first issued in 1990.



TABLE 7-14  
NONPILOT AIRMEN CERTIFICATES HELD  
BY FAA REGION AND STATE  
DECEMBER 31, 1994 1/

FAA REGION AND STATE	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Flight Navigator	Flight Engineer
<b>Total 2/</b>	<b>550,308</b>	<b>396,802</b>	<b>8,266</b>	<b>74,984</b>	<b>13,104</b>	<b>918</b>	<b>56,234</b>
<b>United States--Total</b>	<b>525,113</b>	<b>378,387</b>	<b>8,056</b>	<b>72,546</b>	<b>10,503</b>	<b>905</b>	<b>54,716</b>
<b>Alaskan Region--Total</b>	<b>6,037</b>	<b>4,086</b>	<b>123</b>	<b>945</b>	<b>286</b>	<b>5</b>	<b>592</b>
<b>Central Region--Total</b>	<b>26,791</b>	<b>21,024</b>	<b>397</b>	<b>3,745</b>	<b>190</b>	<b>6</b>	<b>1,429</b>
Iowa	3,297	2,465	86	610	14	0	122
Kansas	7,568	6,002	96	1,113	49	1	307
Missouri	13,518	10,780	152	1,601	110	4	871
Nebraska	2,408	1,777	63	421	17	1	129
<b>Eastern Region--Total</b>	<b>75,381</b>	<b>55,294</b>	<b>1,304</b>	<b>10,283</b>	<b>2,406</b>	<b>143</b>	<b>5,951</b>
Delaware	1,456	1,068	23	183	24	5	153
District of Columbia	352	222	16	82	17	0	15
Maryland	5,266	3,377	113	1,012	94	7	663
New Jersey	11,889	8,634	189	1,488	365	31	1,182
New York	26,789	21,399	248	2,853	1,275	39	975
Pennsylvania	18,478	13,739	323	2,575	413	32	1,396
Virginia	9,097	5,285	321	1,766	204	29	1,492
West Virginia	1,375	1,007	41	255	9	0	63
Armed Forces Europe	679	563	30	69	5	0	12
<b>Great Lakes Region--Total</b>	<b>74,771</b>	<b>52,888</b>	<b>1,114</b>	<b>11,919</b>	<b>1,444</b>	<b>26</b>	<b>7,380</b>
Illinois	19,087	12,793	253	3,049	436	11	2,545
Indiana	8,322	6,063	159	1,226	110	2	762
Michigan	11,770	8,472	170	2,249	133	2	744
Minnesota	13,198	9,376	119	1,522	496	4	1,681
North Dakota	1,378	1,120	21	180	10	1	46
Ohio	13,750	9,953	253	2,369	174	4	997
South Dakota	1,224	882	15	232	8	0	87
Wisconsin	6,042	4,229	124	1,092	77	2	518
<b>New England Region--Total</b>	<b>22,284</b>	<b>15,792</b>	<b>287</b>	<b>3,200</b>	<b>350</b>	<b>106</b>	<b>2,549</b>
Connecticut	6,739	4,797	73	844	108	70	847
Maine	1,640	1,086	39	303	39	5	168
Massachusetts	9,505	7,413	121	1,245	123	11	592
New Hampshire	2,687	1,368	29	469	52	17	752
Rhode Island	909	635	12	165	13	1	83
Vermont	804	493	13	174	15	2	107
<b>Northwest Mountain Region--</b>							
<b>Total</b>	<b>50,327</b>	<b>33,278</b>	<b>1,243</b>	<b>7,521</b>	<b>660</b>	<b>136</b>	<b>7,489</b>
Colorado	15,135	9,463	149	2,417	243	33	2,830
Idaho	2,175	1,460	179	383	13	4	136
Montana	2,395	1,615	255	393	10	3	119
Oregon	5,527	3,949	216	956	61	15	330
Utah	4,045	2,522	79	567	27	9	841
Washington	19,592	13,182	336	2,593	294	66	3,121
Wyoming	1,458	1,087	29	212	12	6	112

**TABLE 7-14**  
**NONPILOT AIRMEN CERTIFICATES HELD**  
**BY FAA REGION AND STATE**  
**DECEMBER 31, 1994 1/**

FAA REGION AND STATE	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Flight Navigator	Flight Engineer
<b>Southern Region--Total</b>	<b>105,459</b>	<b>72,061</b>	<b>1,636</b>	<b>14,169</b>	<b>2,495</b>	<b>215</b>	<b>14,883</b>
Alabama	7,310	5,817	114	1,112	17	8	242
Florida	45,845	31,275	527	6,380	1,426	152	6,085
Georgia	22,084	15,558	237	1,874	443	25	3,947
Kentucky	4,433	2,583	144	684	135	1	886
Mississippi	2,351	1,687	35	427	16	3	183
North Carolina	10,582	7,077	336	1,560	161	15	1,433
South Carolina	4,037	2,794	84	703	30	2	424
Tennessee	8,748	5,216	154	1,419	267	9	1,683
Armed Forces Central & South America	69	54	5	10	0	0	0
<b>Southwest Region--Total</b>	<b>80,118</b>	<b>59,367</b>	<b>930</b>	<b>10,059</b>	<b>1,356</b>	<b>59</b>	<b>8,347</b>
Arkansas	3,361	2,525	65	555	24	0	192
Louisiana	5,548	4,323	88	724	48	4	361
New Mexico	2,922	2,040	66	617	36	3	160
Oklahoma	17,382	15,177	156	1,585	45	4	415
Texas	50,905	35,302	555	6,578	1,203	48	7,219
<b>Western-Pacific Region--Total</b>	<b>104,995</b>	<b>78,866</b>	<b>1,387</b>	<b>13,510</b>	<b>1,622</b>	<b>281</b>	<b>9,329</b>
Arizona	13,387	9,670	182	2,122	271	16	1,126
California	83,140	63,578	1,062	10,155	1,099	208	7,038
Hawaii	3,920	2,953	40	420	166	8	333
Nevada	4,065	2,287	70	761	74	49	824
Armed Forces Pacific	483	378	33	52	12	0	8
<b>Outside U. S. --Total 4/</b>	<b>25,195</b>	<b>18,415</b>	<b>210</b>	<b>2,438</b>	<b>2,601</b>	<b>13</b>	<b>1,518</b>
Other U. S. Areas:	<b>1,911</b>	<b>1,491</b>	<b>37</b>	<b>209</b>	<b>97</b>	<b>1</b>	<b>76</b>
American Samoa	16	13	0	2	0	0	1
Canal Zone	36	13	18	3	2	0	0
Guam	275	187	2	26	18	0	42
Puerto Rico	1,426	1,156	15	151	73	1	30
Virgin Islands	150	114	2	27	4	0	3
Wake Island	8	8	0	0	0	0	0

1/ Data for flight engineers and flight navigators represent total active ratings held. Data for dispatchers, mechanic parachute riggers and ground instructors represent total ratings issued to date. These ratings retain their validity

2/ Includes Outside U. S.

3/ Military personnel holding civilian certificate stationed in foreign country.

4/ Outside U.S. includes Other U.S. Areas outside of the 50 states and foreign countries.

TABLE 7-15  
WOMEN NONPILOT CERTIFICATES HELD  
BY FAA REGION AND STATE  
DECEMBER 31, 1994 1/

FAA REGION AND STATE	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Flight Navigator	Flight Engineer
<b>Total 2/</b>	<b>12,418</b>	<b>4,885</b>	<b>429</b>	<b>4,622</b>	<b>1,125</b>	<b>0</b>	<b>1,357</b>
<b>United States--Total</b>	<b>12,138</b>	<b>4,848</b>	<b>410</b>	<b>4,503</b>	<b>1,031</b>	<b>0</b>	<b>1,346</b>
<b>Alaskan Region--Total</b>	<b>209</b>	<b>56</b>	<b>6</b>	<b>65</b>	<b>68</b>	<b>0</b>	<b>14</b>
<b>Central Region--Total</b>	<b>531</b>	<b>283</b>	<b>14</b>	<b>200</b>	<b>7</b>	<b>0</b>	<b>27</b>
Iowa	90	46	0	39	2	0	3
Kansas	199	119	5	65	0	0	10
Missouri	189	101	6	66	5	0	11
Nebraska	53	17	3	30	0	0	3
<b>Eastern Region--Total</b>	<b>1,491</b>	<b>439</b>	<b>77</b>	<b>596</b>	<b>215</b>	<b>0</b>	<b>164</b>
Delaware	33	14	1	11	4	0	3
District of Columbia	15	2	2	6	1	0	4
Maryland	137	31	2	66	16	0	22
New Jersey	195	48	8	72	42	0	25
New York	458	152	14	167	94	0	31
Pennsylvania	356	93	26	152	48	0	37
Virginia	255	74	21	110	9	0	41
West Virginia	28	19	0	8	1	0	0
Armed Forces 3/	14	6	3	4	0	0	1
<b>Great Lakes Region--Total</b>	<b>2,016</b>	<b>773</b>	<b>60</b>	<b>784</b>	<b>170</b>	<b>0</b>	<b>229</b>
Illinois	579	203	13	228	38	0	97
Indiana	213	78	16	74	14	0	31
Michigan	316	109	6	162	16	0	23
Minnesota	305	139	4	66	59	0	37
North Dakota	22	9	0	10	2	0	1
Ohio	382	178	14	147	26	0	17
South Dakota	34	12	0	18	3	0	1
Wisconsin	165	45	7	79	12	0	22
<b>New England Region--Total</b>	<b>507</b>	<b>203</b>	<b>16</b>	<b>204</b>	<b>28</b>	<b>0</b>	<b>56</b>
Connecticut	193	101	3	52	14	0	23
Maine	42	14	2	18	4	0	4
Massachusetts	163	53	9	85	4	0	12
New Hampshire	78	26	1	30	6	0	15
Rhode Island	11	4	0	7	0	0	0
Vermont	20	5	1	12	0	0	2
<b>Northwest Mountain Region--</b>							
<b>Total</b>	<b>824</b>	<b>270</b>	<b>23</b>	<b>353</b>	<b>33</b>	<b>0</b>	<b>145</b>
Colorado	489	164	0	182	18	0	125
Idaho	54	18	2	28	5	0	1
Montana	49	14	4	25	4	0	2
Oregon	151	43	11	85	4	0	8
Utah	81	31	6	33	2	0	9
Washington	558	270	11	162	32	0	83
Wyoming	50	20	2	20	2	0	6

TABLE 7-15  
WOMEN NONPILOT CERTIFICATES HELD  
BY FAA REGION AND STATE  
DECEMBER 31, 1994 1/

FAA REGION AND STATE	Total Nonpilot Airmen	Mechanic	Parachute Rigger	Ground Instructor	Dispatcher	Flight Navigator	Flight Engineer
<b>Southern Region--Total</b>	<b>2,294</b>	<b>805</b>	<b>116</b>	<b>846</b>	<b>211</b>	<b>0</b>	<b>316</b>
Alabama	187	82	4	97	2	0	2
Florida	978	312	32	367	114	0	153
Georgia	302	144	10	83	23	0	42
Kentucky	148	34	7	49	28	0	30
Mississippi	47	16	2	23	1	0	5
North Carolina	266	90	29	108	13	0	26
South Carolina	103	51	2	37	4	0	9
Tennessee	261	74	30	82	26	0	49
Armed Forces 3/	2	2	0	0	0	0	0
<b>Southwest Region--Total</b>	<b>1,724</b>	<b>816</b>	<b>45</b>	<b>573</b>	<b>154</b>	<b>0</b>	<b>136</b>
Arkansas	62	27	1	29	2	0	3
Louisiana	123	61	3	45	7	0	7
New Mexico	88	28	1	51	4	0	4
Oklahoma	362	246	8	97	2	0	9
Texas	1,089	454	32	351	139	0	113
<b>Western-Pacific Region--Total</b>	<b>2,542</b>	<b>1,203</b>	<b>53</b>	<b>882</b>	<b>145</b>	<b>0</b>	<b>259</b>
Arizona	365	156	6	148	29	0	26
California	1,977	993	42	658	82	0	202
Hawaii	109	31	0	39	27	0	12
Nevada	86	23	2	36	7	0	18
Armed Forces 3/	5	0	3	1	0	0	1
<b>Outside U. S. --Total 4/</b>	<b>280</b>	<b>37</b>	<b>19</b>	<b>119</b>	<b>94</b>	<b>0</b>	<b>11</b>
Other U. S. Areas:	<b>28</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>2</b>
American Samoa	0	0	0	0	0	0	0
Canal Zone	0	0	0	0	0	0	0
Guam	10	5	0	0	3	0	2
Puerto Rico	14	6	0	5	3	0	0
Virgin Islands	4	2	0	2	0	0	0
Wake Island	0	0	0	0	0	0	0

1/ Data for flight engineers and flight navigators represent total active ratings held. Data for dispatchers, mechanics, parachute riggers and ground instructors represent total ratings issued to date. These ratings retain their validity.

2/ Includes Outside U. S.

3/ Military personnel holding civilian certificate stationed in foreign country.

4/ Outside U.S. includes Other U.S. Areas outside of the 50 states and foreign countries.

**TABLE 7-16**  
**AIRMEN CERTIFICATES ISSUED BY CATEGORY AND CONDUCTOR**  
**DECEMBER 31, 1994**

Category of Certificates	Total Certificates Issued	Original Issuances				Additional Ratings			
		Total	Examiner	Inspector	No Test	Total	Examiner	Inspector	No Test
<b>Pilot--Total</b>	<b>150,533</b>	<b>116,079</b>	<b>105,576</b>	<b>780</b>	<b>9,723</b>	<b>34,454</b>	<b>28,553</b>	<b>1,932</b>	<b>3,969</b>
Student	66,501	66,501	66,501	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP
Recreational	74	73	69	4	0	1	1	0	0
Airplane									
Private	47,355	32,787	26,352	96	6,339	14,568	12,785	101	1,682
Commercial	17,867	9,237	6,719	26	2,492	8,630	6,826	157	1,647
Airline Transport	16,323	5,360	4,443	576	341	10,963	8,774	1,654	535
Rotorcraft (only)	2,068	1,801	1,189	69	543	267	147	15	105
Glider (only)	345	320	303	9	8	25	20	5	0
<b>Flight Instructor Certificates*</b>	<b>10,662</b>	<b>4,871</b>	<b>3,245</b>	<b>1,130</b>	<b>496</b>	<b>5,791</b>	<b>5,412</b>	<b>274</b>	<b>105</b>
<b>Nonpilot--Total</b>	<b>21,454</b>	<b>16,448</b>	<b>10,698</b>	<b>261</b>	<b>5,489</b>	<b>5,006</b>	<b>3,704</b>	<b>125</b>	<b>1,177</b>
Mechanic	16,473	12,313	9,343	23	2,947	4,160	3,609	43	508
Parachute Rigger	219	204	117	13	74	15	8	2	5
Ground Instructor	2,601	2,255	33	25	2,197	346	13	10	323
Dispatcher	559	557	400	59	98	2	1	0	1
Flight Navigator	1	1	1	0	0	0	0	0	0
Flight Engineer	1,601	1,118	804	141	173	483	73	70	340

Note: Additional ratings are entered on current airman certificates as follows:

Private, commercial, and airline transport pilot--aircraft category, class, and type instrument rating.

Helicopter pilot--instrument and type ratings.

Flight instructor--ratings for each aircraft category in which the holder is qualified, and for instrument flying ins

Mechanic--airframe and powerplant ratings.

Parachute rigger--senior or master rigger--senior or master rigger ratings.

Ground instructor--ratings for each subject in which the holder is qualified to give instruction.

\* Special ratings shown on pilot certificates represented above; not included in total.

e--estimate

N/AP--not applicable

**TABLE 7-17**  
**ORIGINAL AIRMEN CERTIFICATES ISSUED BY CATEGORY**  
**CALENDAR YEARS 1985-1994**

Category of Certificates	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
<b>Pilot--Total</b>	<b>135,589</b>	<b>141,625</b>	<b>149,640</b>	<b>148,018</b>	<b>146,951</b>	<b>156,955</b>	<b>161,009</b>	<b>143,532</b>	<b>129,718</b>	<b>116,079</b>
Student	86,060	88,699	85,611	86,193	87,427	88,586	82,205	78,377	69,178	66,501
Recreational	N/A	N/A	N/A	N/A	N/A	29	87	74	58	73
Airplane										
Private	35,402	34,816	42,278	39,900	35,360	41,749	49,580	39,968	39,060	32,787
Commercial	5,404	8,889	11,314	12,042	13,759	15,500	16,869	14,354	12,645	9,237
Airline Transport	6,081	6,498	7,678	7,461	7,829	8,013	8,437	7,699	6,126	5,360
Rotorcraft (only)	2,105	2,209	2,217	1,947	2,240	2,700	3,344	2,684	2,310	1,801
Glider (only)	537	514	542	475	336	378	487	376	341	320
<b>Flight Instructor</b>										
Certificates 1/	<b>4,298</b>	<b>4,628</b>	<b>6,327</b>	<b>4,898</b>	<b>5,365</b>	<b>7,071</b>	<b>8,164</b>	<b>7,151</b>	<b>6,328</b>	<b>3,970</b>
Instrument Ratings 2/	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP
<b>Nonpilot--Total</b>	<b>16,332</b>	<b>16,470</b>	<b>21,878</b>	<b>21,084</b>	<b>23,078</b>	<b>27,113</b>	<b>31,882</b>	<b>27,543</b>	<b>23,906</b>	<b>16,448</b>
Mechanic	10,559	10,998	15,089	14,907	15,923	19,861	24,299	20,532	18,401	12,313
Parachute Rigger	157	149	194	142	167	227	228	232	254	204
Ground Instructor	1,359	1,386	1,825	1,716	2,133	2,664	3,527	3,508	3,042	2,255
Dispatcher	522	516	533	510	431	550	623	674	629	557
Flight Navigator	1	17	4	17	14	1	3	2	1	1
Flight Engineer	3,734	3,404	4,233	3,772	4,410	3,810	3,202	2,595	1,579	1,118

1/ Not included in total.

2/ Special ratings shown on pilot certificates represented above; not included in total.

e -estimate

N/A Not Available.

N/AP Not Applicable

**TABLE 7-18**  
**ADDITIONAL AIRMEN RATINGS ISSUED BY CATEGORY**  
**CALENDAR YEARS 1985-1994**

Category of Certificates	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
<b>Pilot--Total</b>	<b>28,420</b>	<b>32,628</b>	<b>39,990</b>	<b>37,921</b>	<b>46,990</b>	<b>45,730</b>	<b>51,435</b>	<b>44,760</b>	<b>35,660</b>	<b>34,453</b>
Student	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP
Recreational	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	N/AP	1
Airplane										
Private	11,686	12,672	16,302	15,800	22,240	19,299	23,630	19,416	11,801	14,568
Commercial	7,197	9,241	11,365	10,597	11,778	12,584	13,506	11,630	10,466	8,630
Airline Transport	9,192	10,372	11,956	11,209	12,698	13,540	13,979	13,391	12,995	10,963
Rotorcraft (only)	207	234	293	287	252	266	291	291	370	267
Glider (only)	138	109	74	28	22	41	29	32	28	25
<b>Flight Instructor</b>										
Certificates 1/	<b>5,921</b>	<b>5,421</b>	<b>6,378</b>	<b>5,234</b>	<b>7,532</b>	<b>8,517</b>	<b>9,470</b>	<b>8,161</b>	<b>7,214</b>	<b>5,791</b>
Instrument Ratings 2/	<b>11,683</b>	<b>13,688</b>	<b>18,296</b>	<b>16,810</b>	<b>20,911</b>	<b>22,528</b>	<b>26,007</b>	<b>20,062</b>	<b>19,724</b>	<b>14,841</b>
<b>Nonpilot--Total</b>	<b>4,713</b>	<b>5,010</b>	<b>5,486</b>	<b>6,107</b>	<b>7,688</b>	<b>8,387</b>	<b>9,567</b>	<b>7,267</b>	<b>6,385</b>	<b>5,006</b>
Mechanic	3,429	3,289	4,195	4,353	5,728	6,381	7,653	6,499	5,529	4,160
Parachute Rigger	9	11	11	8	21	12	33	22	29	15
Ground Instructor	343	323	366	334	399	434	493	518	498	346
Dispatcher	3	1	3	2	5	2	3	0	0	2
Flight Navigator	0	0	0	0	0	1	0	0	0	0
Flight Engineer	929	1,386	911	1,410	1,535	1,557	1,385	228	329	483

1/ Not included in total.

2/ Special ratings shown on pilot certificates represented above; not included in total.

N/A Not Available.

N/AP Not Applicable

Note: Additional ratings are entered on current airman certificates as follows:

Private, commercial, and airline transport pilot--aircraft category, class, and type instrument rating.

Helicopter pilot--instrument and type ratings.

Flight instructor--ratings for each aircraft category in which the holder is qualified, and for instrument flying instructions.

Mechanic--airframe and powerplant ratings.

Parachute rigger--senior or master rigger--senior or master rigger ratings.

**TABLE 7-19**  
**AIRMEN CERTIFICATES APPROVED/DISAPPROVED BY CATEGORY AND CONDUCTOR**  
**1994**

Category of Certificates	Original Issuances						Additional Ratings					
	Examiner			Inspector			Examiner			Inspector		
	Approved	Disapproved	Total	Approved	Disapproved	Total	Approved	Disapproved	Total	Approved	Disapproved	Total
<b>Pilot--Total</b>	<b>39,075</b>	<b>6,193</b>	<b>45,268</b>	<b>780</b>	<b>178</b>	<b>958</b>	<b>28,553</b>	<b>3,371</b>	<b>31,924</b>	<b>1,932</b>	<b>238</b>	<b>2,170</b>
Recreational	69	3	72	4	0	4	1	0	1	0	0	N/AP
Airplane												
Private	26,352	4,678	31,030	96	40	136	12,785	2,282	15,067	101	35	136
Commercial	6,719	947	7,666	26	23	49	6,826	532	7,358	157	20	177
Airline Transport	4,443	565	5,008	576	115	691	8,774	557	9,331	1,654	183	1,837
Rotorcraft (only)	1,189	0	1,189	69	0	69	147	0	147	15	0	15
Glider (only)	303	0	303	9	0	9	20	0	20	5	0	5
<b>Flight Instructor Certificates*</b>	<b>3,245</b>	<b>996</b>	<b>4,241</b>	<b>1,130</b>	<b>240</b>	<b>1,370</b>	<b>5,412</b>	<b>256</b>	<b>5,668</b>	<b>271</b>	<b>22</b>	<b>293</b>
<b>Nonpilot--Total</b>	<b>10,698</b>	<b>519</b>	<b>11,217</b>	<b>261</b>	<b>28</b>	<b>289</b>	<b>3,704</b>	<b>51</b>	<b>3,755</b>	<b>125</b>	<b>6</b>	<b>131</b>
Mechanic	9,343	420	9,763	23	3	26	3,609	48	3,657	43	4	47
Parachute Rigger	117	4	121	13	1	14	8	0	8	2	0	2
Ground Instructor	33	0	33	25	0	25	13	0	13	10	0	10
Dispatcher	400	20	420	59	3	62	1	0	1	0	0	0
Flight Navigator	1	0	1	0	0	0	0	0	0	0	0	0
Flight Engineer	804	75	879	141	21	162	73	3	76	70	2	72

**Table 7-20**  
**Percentage of Airmen Certificate Issuances Approved by Category and Conductor**  
**1992 - 1994**

Category of Certificate	1994				1993				1992			
	Original Issuances		Additional Ratings		Original Issuances		Additional Ratings		Original Issuances		Additional Ratings	
	Examiner	Inspector	Examiner	Inspector	Examiner	Inspector	Examiner	Inspector	Examiner	Inspector	Examiner	Inspector
<b>Pilot--Total</b>	<b>86.3%</b>	<b>81.4%</b>	<b>89.5%</b>	<b>89.2%</b>	<b>86.4%</b>	<b>85.9%</b>	<b>89.7%</b>	<b>90.2%</b>	<b>84.0%</b>	<b>71.8%</b>	<b>88.9%</b>	<b>88.3%</b>
Recreational	95.8%	100.0%	100.0%	0.0%	95.0%	0.0%	N/AP	N/AP	95.6%	100.0%	N/AP	N/AP
Airplane												
Private	84.9%	70.6%	84.9%	74.3%	84.5%	82.2%	84.4%	84.7%	82.0%	82.5%	82.3%	80.7%
Commercial	87.6%	53.1%	92.8%	88.7%	89.6%	75.0%	93.9%	92.8%	84.9%	50.0%	93.9%	87.4%
Airline Transport	88.7%	83.4%	94.0%	90.0%	88.8%	86.4%	95.2%	90.2%	88.3%	65.8%	95.7%	89.5%
Rotorcraft (only)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Glider (only)	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%
<b>Flight Instructor Certificates*</b>	<b>76.5%</b>	<b>82.5%</b>	<b>95.5%</b>	<b>92.5%</b>	<b>76.4%</b>	<b>84.7%</b>	<b>95.6%</b>	<b>93.2%</b>	<b>71.3%</b>	<b>73.2%</b>	<b>94.4%</b>	<b>82.5%</b>
<b>Nonpilot--Total</b>	<b>95.4%</b>	<b>90.3%</b>	<b>98.6%</b>	<b>95.4%</b>	<b>97.1%</b>	<b>93.0%</b>	<b>99.3%</b>	<b>97.6%</b>	<b>96.9%</b>	<b>88.6%</b>	<b>98.9%</b>	<b>88.2%</b>
Mechanic	95.7%	88.5%	98.7%	91.5%	97.6%	90.5%	99.3%	95.8%	97.3%	54.0%	99.0%	68.2%
Parachute Rigger	96.7%	92.9%	100.0%	100.0%	96.3%	86.7%	100.0%	100.0%	96.4%	93.3%	100.0%	100.0%
Ground Instructor	100.0%	100.0%	100.0%	100.0%	100.0%	98.2%	100.0%	100.0%	100.0%	93.8%	100.0%	100.0%
Dispatcher	95.2%	95.2%	100.0%	0.0%	90.4%	96.7%	0.0%	0.0%	90.5%	91.5%	0.0%	0.0%
Flight Navigator	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
Flight Engineer	91.5%	87.0%	96.1%	97.2%	93.3%	91.4%	98.1%	97.8%	95.1%	93.0%	93.1%	96.0%

Note: Additional ratings are entered on current airmen certificates as follows:

Private, commercial, and airline transport pilot--aircraft category, class, and type instrument rating.

Helicopter pilot--instrument and type ratings.

Flight instructor--ratings for each aircraft category in which the holder is qualified, and for instrument flying instructions.

Mechanic--airframe and powerplant ratings.

Parachute rigger--senior or master rigger--senior or master rigger ratings.

Ground instructor--ratings for each subject in which the holder is qualified to give instruction.

\* Special ratings shown on pilot certificates represented above; not included in total.

N/AP--Not applicable

**TABLE 7-21**  
**INSTRUMENT RATINGS ISSUED:**  
**1985 - 1994**

Class of Certificate	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
<b>Total--All Pilots</b>	<b>11,699</b>	<b>13,687</b>	<b>18,296</b>	<b>16,810</b>	<b>20,911</b>	<b>22,528</b>	<b>25,992</b>	<b>20,062</b>	<b>19,724</b>	<b>14,841</b>
<b>Airplane</b>										
<b>Private --Total</b>	<b>6,887</b>	<b>8,354</b>	<b>11,142</b>	<b>9,772</b>	<b>11,681</b>	<b>13,065</b>	<b>15,934</b>	<b>13,121</b>	<b>12,826</b>	<b>9,553</b>
Private Airplane (only)	6,438	7,840	10,397	8,946	10,554	11,848	14,362	11,769	11,417	8,422
Private Airplane, Private Glider	75	95	135	92	93	111	128	100	105	74
Private Airplane, Commercial Glider	1	1	12	18	18	15	30	13	18	7
Private Airplane, Private Helicopter	26	29	35	40	38	36	59	72	43	37
Private Airplane, Private Glider, Private Helicopter	0	0	1		3	1	2	0	3	0
Private Airplane, Commercial Helicopter	172	178	234	272	293	309	359	333	311	228
Private Airplane, Other	175	211	328	404	682	745	994	834	929	785
<b>Commercial --Total</b>	<b>3,655</b>	<b>4,183</b>	<b>5,996</b>	<b>6,101</b>	<b>8,091</b>	<b>8,338</b>	<b>8,911</b>	<b>6,003</b>	<b>6,138</b>	<b>4,724</b>
Commercial Airplane (only)	2,981	3,437	5,044	5,267	7,122	7,408	7,970	5,081	5,367	4,097
Commercial Airplane, Private Glider	29	31	48	49	54	54	58	33	32	36
Commercial Airplane, Commercial Glider	32	31	61	41	54	66	54	48	45	32
Commercial Airplane, Private Helicopter	11	5	14	11	12	12	22	17	22	13
Commercial Airplane, Commercial Helicopter	586	666	814	723	843	788	802	810	662	539
Commercial Airplane, Private Glider, Commercial Helicopter	2	3	7	3	3	4	1	2	4	4
Commercial Airplane, Commercial Glider, Commercial Helicopter	11	9	7	6	1	4	3	9	5	1
Commercial Airplane, Other	3	1	1	1	2	2	1	3	1	2
<b>Rotorcraft--Total</b>	<b>1,157</b>	<b>1,150</b>	<b>1,158</b>	<b>937</b>	<b>1,139</b>	<b>1,125</b>	<b>1,147</b>	<b>938</b>	<b>760</b>	<b>564</b>
Commercial Helicopter	1,156	1,145	1,135	909	1,113	1,097	1,103	898	723	523
Commercial Helicopter, Private Glider	1	0	1	0	0	1	4	0	0	0
Commercial Helicopter, Commercial Glider	0	1	0	0	0	0	0	0	0	0
Commercial Helicopter, Airline Transport	0	0	20	22	17	20	28	19	18	24
Commercial Helicopter, Other	0	4	2	6	9	7	12	21	19	17

**TABLE 7-22**  
**STUDENT CERTIFICATES ISSUED, BY MONTH:**  
**1985 - 1994**

YEAR	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994
<b>Total</b>	<b>86,060</b>	<b>88,699</b>	<b>85,611</b>	<b>86,193</b>	<b>87,427</b>	<b>88,586</b>	<b>82,205</b>	<b>78,377</b>	<b>69,178</b>	<b>66,501</b>
January	6,414	6,641	6,094	5,679	7,789	6,699	5,704	6,104	4,802	4,394
February	5,233	5,590	6,539	6,463	7,156	6,266	5,541	5,773	5,144	4,562
March	6,809	6,472	7,121	7,488	6,833	7,372	5,950	6,773	5,835	5,696
April	7,492	7,487	7,135	6,934	6,059	7,044	6,513	6,703	5,507	5,308
May	7,749	7,414	6,160	7,363	6,870	7,604	6,622	6,299	5,597	5,788
June	8,279	8,210	8,486	8,964	8,675	8,284	7,932	7,819	6,683	6,837
July	9,249	9,647	8,968	8,184	8,305	9,037	8,442	8,074	6,758	6,011
August	8,892	8,885	8,384	9,428	8,978	9,155	8,580	7,210	7,191	7,054
September	7,973	8,960	8,104	8,003	8,080	7,509	7,630	7,251	6,343	6,274
October	7,892	8,132	7,581	7,488	7,616	8,103	7,956	6,760	5,797	5,790
November	5,579	5,809	5,909	6,389	6,203	6,551	7,661	5,240	5,117	4,785
December	4,499	5,452	5,130	3,812	4,865	4,962	3,674	4,371	4,404	4,002



## VII. GENERAL AVIATION AIRCRAFT

General aviation aircraft activity information was obtained using the General Aviation/Air Taxi Activity (and Avionics) Survey, which is mailed to the owners of a sample of registered general aviation aircraft. The sample is a scientifically designed random sample which represents all general aviation and air taxi aircraft registered in the United States. The survey collects data relative to flight hours, airframe hours and, in alternate years, the avionics equipment on board the aircraft. In addition, the survey collects information about the number of hours flown under instrument flight rules, the number of landings, and the state where the aircraft is based.

Because the estimates are derived from a sample--not the total population of aircraft--a certain amount of sampling error is introduced. The user must consider this error along with the estimate itself when making an inference or drawing any conclusions about the aircraft population. Although the exact value of the sample error is unknown, a quantity known as the standard deviation is used to approximate it. Using the standard deviation, one can develop an interval within which the true population estimate will lie with a known probability. The probability that the true value will lie within the interval depends on the width of the interval, i.e., the estimate plus or minus 1, 2, or 3 times the standard deviation. The table below shows selected interval widths and their corresponding confidence.

Width of Interval	Approximate Confidence that Interval Includes True Population Value
1 standard deviation	68%
2 standard deviations	95%
3 standard deviations	99%

For example if the estimate for total flight hours for a particular aircraft type were 40,000 and the percent standard deviation was 3%, then the 95% confidence interval would be:

$$\begin{aligned} &40,000 \pm (2 \times 0.03 \times 40,000) \\ &40,000 \pm 2,400 \\ &(42,400; 37,600). \end{aligned}$$

One can then assume that there is a 95% probability that the true population value of the total flight hours for this aircraft type lies between 42,000 and 37,600 hours.

More detailed estimates and a more detailed discussion of the survey and its methodology are available in the *General Aviation/Air Taxi Activity and Avionics Report*.

### DEFINITIONS

**Active Aircraft**--All legally registered civil aircraft which flew one or more hours.

**Air Carrier**-- An aircraft with a seating capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds carrying passengers or cargo for hire or compensation.

**Aircraft Type**--A term used in this publication in grouping aircraft by basic configuration: fixed wing, rotorcraft, glider, dirigible, and balloon.

**Experimental Aircraft**--An aircraft which does not have a type design or does not meet other certification standards. The "experimental" designation is one of several "Special Airworthiness

Certificates" which allows the aircraft to operate in US airspace. None may be used for commercial purposes. For this survey experimental aircraft are divided into three groups:

**Amateur Built**--An aircraft, built by one or more persons who undertake the effort for the purpose of recreation and education.

**Exhibition**--A unique (one-of-a-kind) aircraft, a replica, a foreign or US military surplus aircraft which may be used for exhibition purposes--movie and television productions, or sanctioned, organized events where the unique or unusual characteristics of the aircraft can be displayed.

**Other**--Includes experimental aircraft that are not amateur or exhibition. This includes aircraft involved in research and development, crew training, market surveys, air racing, those used to show compliance with regulations, and the like.

**General Aviation**--That portion of civil aviation which encompasses all facets of aviation except air carriers.

**Use Categories**--The eleven use categories are defined below:

**Aerial Application**--Agriculture, health, forestry, cloud seeding, firefighting, insect control.

**Aerial Observation**--Aerial mapping/photography, survey, patrol, fish spotting, search and rescue, hunting, highway traffic advisory.

**Air Taxi**--Carrying passengers or cargo for hire or compensation using small aircraft (30 seats or less) under 14 CFR 135, excluding commuter air carrier.

**Air Tours**--Commercial sight seeing conducted under 14 CFR 135.

**Business Transportation**--Individual use of an aircraft for business transportation.

**Commuter Air Carrier**-- Carrying passengers for hire or compensation using small aircraft (30 seats or less) under 14 CFR 135 performing at least five scheduled round trips per week or carries cargo/mail.

**Executive/Corporate Transportation**--Company flying with a professional crew.

**Instructional**--Flying under the supervision of a flight instructor (excludes proficiency flying).

**Other**--Experimentation, R&D, testing, government demonstrations, air shows, air racing.

**Other Work Use**--Construction work (not 14 CFR 135), helicopter hoist, parachuting, aerial advertising, towing gliders.

**Personal/Recreation**--Flying for personal reasons (excludes business transportation).

**Sight Seeing**--Commercial sight seeing conducted under 14 CFR 91.

**These definitions only apply to this chapter.**

**TABLE 8.1**  
**ACTIVE GENERAL AVIATION AIRCRAFT BY AIRCRAFT TYPE AND PRIMARY USE**  
**1994**

**Excludes Commuters**  
(Percent standard error is shown in parenthesis)

Aircraft Type	Total	Corporate	Business	Personal	Instruc- tional	Aerial Applica- tion	Aerial Observa- tion	Sight Seeing	External Load	Other Work	Air Taxi	Other
<b>FIXED-WING</b>	<b>147,189</b> (0.7%)	<b>9,109</b> (3.9%)	<b>24,324</b> (3.2%)	<b>85,559</b> (1.2%)	<b>13,426</b> (4.9%)	<b>3,658</b> (3.1%)	<b>3,918</b> (9.2%)	<b>514</b> (25.6%)	<b>0</b> (0.0%)	<b>1,089</b> (16.4%)	<b>3,251</b> (8.2%)	<b>2,341</b> (11.0%)
<b>Piston</b>	<b>138,909</b> (0.8%)	<b>3,747</b> (8.4%)	<b>23,608</b> (3.2%)	<b>85,093</b> (1.2%)	<b>13,216</b> (4.9%)	<b>3,418</b> (3.2%)	<b>3,906</b> (9.3%)	<b>498</b> (26.3%)	<b>0</b> (0.0%)	<b>1,049</b> (16.9%)	<b>2,414</b> (10.1%)	<b>1,959</b> (12.6%)
One Engine	123,332 (0.8%)	1,587 (14.5%)	18,727 (3.7%)	80,018 (1.2%)	12,248 (5.2%)	3,316 (3.1%)	3,596 (9.8%)	472 (27.1%)	0 (0.0%)	997 (17.5%)	740 (20.5%)	1,631 (14.2%)
Two Engine	15,509 (2.3%)	2,160 (10.0%)	4,881 (6.0%)	5,075 (5.7%)	965 (14.5%)	41 (77.4%)	310 (26.6%)	26 *	0 (0.0%)	53 (60.9%)	1,675 (11.4%)	323 (26.3%)
Other Piston	68 (48.8%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	2 *	62 (20.8%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	4 *
<b>Turboprop</b>	<b>4,207</b> (7.0%)	<b>2,132</b> (6.2%)	<b>579</b> (15.7%)	<b>341</b> (23.1%)	<b>179</b> (36.0%)	<b>237</b> (11.1%)	<b>12</b> (95.4%)	<b>16</b> (60.7%)	<b>0</b> (0.0%)	<b>39</b> (56.7%)	<b>563</b> (15.3%)	<b>111</b> (33.6%)
One Engine	563 (5.0%)	50 (40.1%)	65 (32.5%)	83 (30.7%)	76 (34.9%)	235 (11.0%)	6 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	33 (44.5%)	16 (77.2%)
Two Engine	3,637 (3.7%)	2,082 (6.3%)	514 (17.2%)	258 (28.9%)	103 (57.0%)	2 *	6 *	16 (60.7%)	0 (0.0%)	39 (56.7%)	530 (16.1%)	88 (39.7%)
Other Turboprop	7 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	7 *
<b>Turbojet</b>	<b>4,073</b> (2.2%)	<b>3,231</b> (3.2%)	<b>136</b> (34.9%)	<b>125</b> (36.4%)	<b>31</b> (77.5%)	<b>4</b> *	<b>0</b> (0.0%)	<b>0</b> (0.0%)	<b>0</b> (0.0%)	<b>1</b> *	<b>274</b> (23.5%)	<b>271</b> (22.5%)
Two Engine	3,876 (2.1%)	3,050 (3.4%)	135 (35.3%)	123 (37.0%)	31 (77.5%)	4 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	272 (23.6%)	262 (23.3%)
Other Turbojet	197 (15.1%)	181 (3.5%)	2 *	2 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 *	2 *	9 (47.8%)
<b>ROTORCRAFT</b>	<b>4,390</b> (5.1%)	<b>427</b> (21.6%)	<b>386</b> (22.8%)	<b>356</b> (22.1%)	<b>472</b> (17.0%)	<b>516</b> (19.3%)	<b>971</b> (14.4%)	<b>163</b> (40.7%)	<b>126</b> (39.1%)	<b>21</b> (92.0%)	<b>676</b> (17.0%)	<b>275</b> (29.6%)
Piston	1,381 (10.3%)	2 *	173 (26.5%)	265 (23.9%)	378 (16.1%)	178 (31.0%)	247 (24.7%)	79 (53.3%)	26 (62.4%)	11 (91.2%)	1 *	21 (83.3%)
Turbine-total	3,009 (5.8%)	425 (21.7%)	213 (35.2%)	91 (51.2%)	94 (55.1%)	338 (24.5%)	724 (17.4%)	84 (61.1%)	100 (46.5%)	10 *	675 (17.0%)	254 (31.3%)
One Engine	2,299 (7.3%)	225 (38.5%)	181 (40.1%)	62 (70.9%)	89 (57.4%)	322 (25.1%)	688 (17.9%)	80 (63.7%)	38 (91.7%)	0 (0.0%)	402 (26.3%)	212 (35.7%)
Multi-engine	710 (6.9%)	200 (16.0%)	31 (56.1%)	29 (54.7%)	6 *	16 *	36 (72.4%)	4 *	62 (49.8%)	10 *	274 (16.6%)	42 (56.9%)
<b>OTHER AIRCRAFT</b>	<b>6,169</b> (4.9%)	<b>49</b> (78.0%)	<b>138</b> (53.0%)	<b>4,544</b> (4.6%)	<b>438</b> (27.8%)	<b>0</b> (0.0%)	<b>5</b> *	<b>623</b> (24.4%)	<b>0</b> (0.0%)	<b>101</b> (62.4%)	<b>0</b> (0.0%)	<b>271</b> (36.8%)
Gliders	2,679 (6.4%)	0 (0.0%)	11 (97.4%)	2,142 (4.7%)	278 (30.8%)	0 (0.0%)	2 *	119 (43.6%)	0 (0.0%)	10 *	0 (0.0%)	117 (47.4%)
Lighter-than-Air	3,491 (7.2%)	49 (78.0%)	127 (56.9%)	2,402 (7.7%)	160 (54.3%)	0 (0.0%)	3 *	505 (28.3%)	0 (0.0%)	92 (68.0%)	0 (0.0%)	154 (53.9%)
<b>EXPERIMENTAL</b>	<b>12,852</b> (3.9%)	<b>67</b> (54.7%)	<b>707</b> (20.1%)	<b>10,380</b> (2.5%)	<b>232</b> (40.5%)	<b>41</b> (95.5%)	<b>41</b> (93.6%)	<b>37</b> *	<b>7</b> *	<b>2</b> *	<b>0</b> (0.0%)	<b>1,339</b> (15.8%)
Amateur Built	9,523 (4.9%)	0 (0.0%)	206 (47.2%)	8,396 (2.6%)	91 (71.3%)	30 *	25 *	35 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	739 (24.2%)
Exhibition	562 (16.8%)	0 (0.0%)	44 (64.1%)	299 (17.2%)	15 *	2 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	2 *	0 (0.0%)	200 (25.8%)
Other	2,767 (5.4%)	67 (54.7%)	457 (21.8%)	1,685 (7.5%)	126 (51.3%)	9 *	16 *	1 *	7 *	1 *	0 (0.0%)	399 (25.0%)
<b>ALL AIRCRAFT</b>	<b>170,600</b> (0.7%)	<b>9,652</b> (3.9%)	<b>25,554</b> (3.1%)	<b>100,839</b> (1.0%)	<b>14,568</b> (4.6%)	<b>4,215</b> (3.7%)	<b>4,936</b> (7.9%)	<b>1,336</b> (16.1%)	<b>133</b> (39.4%)	<b>1,214</b> (15.7%)	<b>3,927</b> (7.4%)	<b>4,226</b> (8.4%)

\* Standard error greater than 100%

NOTE: Columns may not add to totals due to rounding and estimation procedures.

**TABLE 8.2**  
**ACTIVE GENERAL AVIATION AIRCRAFT BY AIRCRAFT TYPE**  
**1985 - 1994**

(Percent Standard error is shown in parenthesis)

Aircraft Type	1994	1993	1992	1991	1990 1/ (000)	1989 1/ (000)	1988 1/ (000)	1987 1/ (000)	1986 1/ (000)	1985 1/ (000)
<b>FIXED-WING</b>	<b>147,189</b> (0.7%)	<b>155,312</b> (0.7%)	<b>170,844</b> (0.7%)	<b>184,620</b> (0.7%)	<b>184.5</b> (0.5%)	<b>190.8</b> (0.5%)	<b>183.8</b> (0.6%)	<b>190.5</b> (0.5%)	<b>192.3</b> (0.5%)	<b>184.7</b> (0.6%)
<b>Piston</b>	<b>138,909</b> (0.8%)	<b>147,094</b> (0.8%)	<b>162,117</b> (7.0%)	<b>175,347</b> (0.7%)	<b>175.2</b> (0.6%)	<b>180.8</b> (0.5%)	<b>175.0</b> (0.6%)	<b>181.5</b> (0.5%)	<b>182.5</b> (0.6%)	<b>175.6</b> (0.6%)
One Engine	123,332 (0.8%)	130,687 (0.8%)	143,580 (0.8%)	154,102 (0.8%)	154.0 (0.6%)	158.9 (0.6%)	153.7 (0.6%)	159.7 (0.6%)	160.3 (0.6%)	153.4 (0.7%)
Two Engine	15,509 (2.3%)	16,388 (2.1%)	18,451 (1.7%)	21,119 (1.7%)	21.1 (1.3%)	21.8 (1.2%)	21.2 (1.4%)	21.7 (1.3%)	22.1 (1.6%)	22.1 (1.5%)
Other Piston	68 (48.8%)	18 (40.7%)	86 (17.7%)	127 (22.2%)	0.1 (30.0%)	0.1 (33.8%)	0.1 (21.7%)	0.1 (25.0%)	0.1 (24.3%)	0.1 (20.9%)
<b>Turboprop</b>	<b>4,207</b> (7.0%)	<b>4,359</b> 3.3	<b>4,704</b> (3.1%)	<b>4,920</b> (2.7%)	<b>5.3</b> (1.8%)	<b>5.9</b> (1.5%)	<b>4.9</b> (1.7%)	<b>4.9</b> (1.9%)	<b>5.6</b> (1.9%)	<b>5.0</b> (2.1%)
One Engine	563 (5.0%)	703 (6.8%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Two Engine	3,637 (3.7%)	3,632 (3.8%)	4,094 (3.5%)	4,398 (3.0%)	4.9 (1.8%)	5.7 (1.5%)	4.7 (1.8%)	4.7 (1.9%)	5.4 (1.9%)	4.9 (2.1%)
Other Turboprop	7 *	24 (41.0%)	610 (3.0%)	522 (2.4%)	0.4 (7.0%)	0.2 (14.2%)	0.2 (7.1%)	0.2 (8.9%)	0.2 (16.2%)	0.1 (7.8%)
<b>Turbojet</b>	<b>4,073</b> (2.2%)	<b>3,859</b> (2.8%)	<b>4,022</b> (2.4%)	<b>4,353</b> (2.0%)	<b>4.1</b> (2.0%)	<b>4.1</b> (1.5%)	<b>3.9</b> (2.0%)	<b>4.0</b> (1.5%)	<b>4.2</b> (2.2%)	<b>4.1</b> (1.7%)
Two Engine	3,876 (2.1%)	3,673 (2.9%)	3,790 (2.3%)	4,066 (1.9%)	3.7 (2.0%)	3.7 (1.4%)	3.6 (2.1%)	3.6 (1.6%)	3.8 (1.6%)	3.6 (1.7%)
Other Turbojet	197 (15.1%)	186 (11.8%)	232 (15.3%)	286 (14.4%)	0.4 (8.2%)	0.4 (8.2%)	0.3 (5.5%)	0.4 (5.0%)	0.4 (16.2%)	0.5 (7.2%)
<b>ROTORCRAFT</b>	<b>4,390</b> (5.1%)	<b>4,510</b> (3.4%)	<b>5,753</b> (3.8%)	<b>6,292</b> (3.5%)	<b>6.9</b> (3.0%)	<b>7.0</b> (0.6%)	<b>6.0</b> (3.6%)	<b>5.9</b> (3.2%)	<b>6.5</b> (3.1%)	<b>6.0</b> (4.0%)
Piston	1,381 (10.3%)	1,646 (6.3%)	2,211 (7.7%)	2,470 (7.6%)	3.2 (5.3%)	3.0 (1.2%)	2.4 (7.9%)	2.6 (5.0%)	2.7 (6.0%)	2.7 (7.0%)
Turbine-total	3,009 (5.8%)	2,864 (4.0%)	3,542 (3.9%)	3,822 (2.9%)	3.7 (3.1%)	4.0 (0.4%)	3.6 (2.7%)	3.3 (4.2%)	3.8 (3.1%)	3.3 (4.5%)
One Engine	2,299 (7.3%)	2,144 (5.0%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Multi-engine	710 (6.9%)	720 (5.3%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>OTHER AIRCRAFT</b>	<b>6,169</b> (4.9%)	<b>N/A</b>	<b>7,837</b> (1.9%)	<b>7,563</b> (2.9%)	<b>6.6</b> (3.0%)	<b>7.2</b> (2.4%)	<b>6.4</b> (4.1%)	<b>6.3</b> (3.4%)	<b>6.5</b> (3.0%)	<b>5.8</b> (3.3%)
Gliders	2,679 (6.4%)	1,645 (6.9%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lighter-than-Air	3,491 (7.2%)	3,602 (5.7%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>EXPERIMENTAL</b>	<b>12,852</b> (3.9%)	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
Amateur Built	9,523 (4.9%)	6,854 (5.9%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Exhibition	562 (16.8%)	1,622 (7.4%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other	2,767 (5.4%)	2,462 (5.0%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>ALL AIRCRAFT</b>	<b>170,600</b> (0.7%)	<b>176,006</b> (0.7%)	<b>184,434</b> (0.7%)	<b>198,475</b> (0.7%)	<b>198.0</b> (0.5%)	<b>205.0</b> (0.5%)	<b>196.2</b> (0.5%)	<b>202.7</b> (0.5%)	<b>205.3</b> (0.5%)	<b>196.5</b> (0.6%)

Beginning in 1993, commuters were excluded

1993 New Aircraft Types: Prior to 1993, single engine turboprops were included in "Other turboprops", single and multiengine turbine rotorcraft were not shown separately; gliders and lighter-than-air aircraft were combined into the "Other" category. Experimental aircraft were included in the appropriate aircraft type. For example, prior to 1993 the single engine piston aircraft type included both experimental and non experimental aircraft. Starting in 1993 that aircraft type includes only the non experimental.

NOTE: Columns may not add to totals due to rounding and estimation procedures.

\* Standard error greater than 100%

**Table 8.3**  
**Active General Aviation Aircraft**  
**by Primary Use**  
**1985 - 1994**  
(Aircraft in Thousands)

Use Category	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
Corporate	9.7	9.9	9.4	10.0	10.1	11.5	10.2	11.1	11.3	12.7
Business	25.6	27.8	28.9	31.6	33.1	35.0	32.6	37.3	40.8	42.5
Personal	100.8	102.1	108.7	115.1	112.6	116.4	114.4	115.3	112.2	96.2
Instructional	14.6	15.6	16.0	17.9	18.6	16.6	15.6	14.7	14.8	13.4
Aerial Application	4.2	5.0	5.1	7.0	6.2	6.6	6.6	6.1	6.6	6.8
Aerial Observation	4.9	4.8	5.6	5.1	4.9	5.4	4.4	4.5	4.4	4.2
Sight Seeing	1.3	1.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
External Load	0.1	0.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other Work	1.2	1.0	1.7	1.7	1.4	2.0	1.7	1.5	1.2	1.5
Air Taxi	3.9	3.8	4.7	5.5	5.8	6.6	6.0	5.8	7.1	6.0
Other	4.2	4.2	3.5	3.9	4.1	3.6	3.8	5.5	5.3	5.0
Rental	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.4
<b>Sub Total</b>	<b>170.6</b>	<b>175.9</b>	<b>183.6</b>	<b>197.8</b>	<b>196.8</b>	<b>203.7</b>	<b>195.3</b>	<b>201.8</b>	<b>203.7</b>	<b>195.7</b>
Commuter Air Taxi	N/A	N/A	0.8	0.7	1.2	1.3	0.9	0.9	1.6	0.8
<b>All Aircraft</b>	<b>170.6</b>	<b>176.0</b>	<b>184.4</b>	<b>198.5</b>	<b>198.0</b>	<b>205.0</b>	<b>196.2</b>	<b>202.7</b>	<b>205.3</b>	<b>196.5</b>

1993 Use Categories Changes: Beginning in 1993,

Commuters were excluded from the survey.

External Load and Sight Seeing were created as separate categories. Prior to 1993 they were included in one of the other nine categories as appropriate.

N/A Rental Hours no longer collected as separate use category.

1/ Revised to reflect effects of non response

NOTE: Columns may not add to totals due to rounding and estimation procedures.

**TABLE 8.4**  
**ACTIVE GENERAL AVIATION AIRCRAFT TOTAL HOURS FLOWN, BY AIRCRAFT TYPE AND ACTUAL USE**  
**1994**

Excludes Commuters  
(Percent standard error is shown in parenthesis)

Aircraft Type	Total	Corporate	Business	Personal	Instruc- tional	Aerial Applica- tion	Aerial Observa- tion	Sight Seeing	External Load	Other Work	Air Taxi	Other
<b>FIXED-WING</b>	<b>20,717,098</b> (1.9%)	<b>2,287,737</b> (4.8%)	<b>2,922,414</b> (4.1%)	<b>7,373,295</b> (2.0%)	<b>3,856,302</b> (6.4%)	<b>1,056,523</b> (5.8%)	<b>1,284,896</b> (16.0%)	<b>148,488</b> (38.2%)	<b>0</b> (0.0%)	<b>216,598</b> (219.0%)	<b>1,240,148</b> (9.6%)	<b>330,708</b> (14.1%)
Piston	<b>18,369,776</b> (2.1%)	<b>727,303</b> (10.2%)	<b>2,811,128</b> (4.2%)	<b>7,299,301</b> (2.0%)	<b>3,771,765</b> (6.5%)	<b>936,027</b> (6.3%)	<b>1,283,927</b> (16.0%)	<b>142,252</b> (39.3%)	<b>0</b> (0.0%)	<b>207,151</b> (22.6%)	<b>947,894</b> (11.8%)	<b>243,037</b> (17.3%)
One Engine	15,764,632 (2.4%)	299,517 (17.5%)	2,233,009 (4.8%)	6,811,269 (2.1%)	3,460,208 (6.8%)	920,027 (6.4%)	1,197,135 (17.0%)	139,103 (40.0%)	0 (0.0%)	197,927 (23.3%)	303,304 (23.6%)	203,137 (19.6%)
Two Engine	2,597,473 (4.6%)	427,785 (12.1%)	578,119 (7.5%)	488,030 (7.3%)	311,535 (18.0%)	8,453 (78.6%)	86,792 (28.7%)	3,149 *	0 (0.0%)	9,224 (65.8%)	644,590 (13.2%)	39,796 (33.1%)
Other Piston	7,673 (52.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	23 *	7,547 (22.6%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	103 (52.4%)
Turboprop	<b>1,106,257</b> (5.4%)	<b>560,596</b> (8.4%)	<b>81,490</b> (17.3%)	<b>51,097</b> (27.0%)	<b>73,645</b> (47.5%)	<b>118,980</b> (12.4%)	<b>945</b> *	<b>6,236</b> (61.1%)	<b>0</b> (0.0%)	<b>9,438</b> (55.2%)	<b>194,596</b> (17.6%)	<b>9,234</b> (44.1%)
One Engine	206,633 (8.9%)	10,458 (46.0%)	9,580 (36.3%)	17,109 (34.2%)	31,652 (46.7%)	118,519 (12.3%)	410 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	17,077 (47.2%)	1,827 (82.0%)
Two Engine	899,487 (6.3%)	550,138 (8.5%)	71,909 (18.9%)	33,988 (34.9%)	41,993 (73.8%)	461 *	535 *	6,236 (61.1%)	0 (0.0%)	9,438 (55.2%)	177,519 (18.6%)	7,269 (50.9%)
Other Turboprop	138 (151.2%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	138 (151.2%)
Turbojet	<b>1,241,067</b> (3.8%)	<b>999,838</b> (4.8%)	<b>29,796</b> (47.1%)	<b>22,897</b> (45.6%)	<b>10,891</b> *	<b>1,516</b> *	<b>24</b> *	<b>0</b> (0.0%)	<b>0</b> (0.0%)	<b>9</b> *	<b>97,659</b> (26.8%)	<b>78,438</b> (23.8%)
Two Engine	1,197,155 (3.9%)	958,483 (5.0%)	29,206 (47.4%)	22,774 (46.2%)	10,891 *	1,516 *	24 *	0 (0.0%)	0 (0.0%)	0 (26.9%)	97,291 (0.0%)	76,970 (24.6%)
Other Turbojet	43,912 (18.6%)	41,355 (12.3%)	590 *	123 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	9 *	368 *	1,468 (47.0%)
<b>ROTORCRAFT</b>	<b>2,006,470</b> (9.3%)	<b>242,484</b> (29.9%)	<b>56,552</b> (25.3%)	<b>30,463</b> (32.5%)	<b>196,281</b> (20.6%)	<b>150,362</b> (21.5%)	<b>459,209</b> (18.4%)	<b>86,213</b> (42.5%)	<b>171,723</b> (41.2%)	<b>5,859</b> *	<b>429,634</b> (28.3%)	<b>177,691</b> (46.4%)
Piston	340,189 (12.4%)	316 *	19,796 (29.7%)	17,367 (30.2%)	166,412 (19.1%)	38,482 (33.7%)	72,195 (29.1%)	14,440 (61.3%)	5,103 *	4,849 *	242 *	987 *
Turbine-total	1,666,282 (11.0%)	242,168 (30.0%)	36,755 (39.7%)	13,096 (81.4%)	29,869 (77.1%)	111,879 (27.6%)	387,014 (22.4%)	71,773 (66.6%)	166,620 (47.3%)	1,010 *	429,393 (28.4%)	176,704 (47.9%)
One Engine	1,197,046 (13.7%)	114,528 (51.1%)	34,476 (42.9%)	10,830 (97.2%)	27,544 (80.6%)	102,584 (28.9%)	373,249 (23.0%)	71,445 (67.6%)	18,365 *	44 *	292,731 (37.8%)	151,252 (54.6%)
Multi-engine	469,236 (17.3%)	127,641 (28.2%)	2,280 (65.4%)	2,266 (56.8%)	2,325 *	9,295 *	13,765 (81.0%)	328 *	148,255 (50.1%)	966 *	136,662 (21.3%)	25,452 (58.6%)
<b>OTHER AIRCRAFT</b>	<b>423,958</b> (13.4%)	<b>4,053</b> (82.3%)	<b>7,424</b> (95.6%)	<b>221,010</b> (8.8%)	<b>74,984</b> (43.3%)	<b>0</b> (0.0%)	<b>306</b> *	<b>87,012</b> (28.5%)	<b>0</b> (0.0%)	<b>3,517</b> (54.9%)	<b>0</b> (0.0%)	<b>25,652</b> (38.4%)
Gliders	297,577 (18.3%)	0 (0.0%)	1,681 *	148,673 (11.4%)	70,423 (50.0%)	0 (0.0%)	109 *	56,971 (55.7%)	0 (0.0%)	1,251 *	0 (0.0%)	18,469 (50.2%)
Lighter-than-Air	126,382 (12.3%)	4,053 (82.3%)	5,744 (62.8%)	72,338 (12.6%)	4,561 (62.2%)	0 (0.0%)	196 *	30,041 (35.2%)	0 (0.0%)	2,266 (66.3%)	0 (0.0%)	7,183 (58.5%)
<b>EXPERIMENTAL</b>	<b>718,449</b> (6.3%)	<b>13,791</b> (56.8%)	<b>68,955</b> (23.0%)	<b>491,705</b> (5.8%)	<b>28,022</b> (43.8%)	<b>3,002</b> (90.7%)	<b>5,489</b> (83.7%)	<b>1,488</b> *	<b>332</b> *	<b>132</b> *	<b>0</b> (0.0%)	<b>105,533</b> (22.1%)
Amateur Built	413,258 (7.9%)	0 (0.0%)	13,508 (54.6%)	364,506 (6.9%)	8,298 (79.9%)	1,368 *	936 *	1,293 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	23,349 (33.0%)
Exhibition	24,369 (26.5%)	0 (0.0%)	2,893 (92.0%)	12,587 (26.3%)	183 *	66 *	0 (0.0%)	0 (0.0%)	0 (0.0%)	32 *	0 (0.0%)	8,608 (53.0%)
Other	280,822 (11.1%)	13,791 (56.8%)	52,553 (25.6%)	114,612 (10.8%)	19,540 (56.9%)	1,569 *	4,554 *	195 *	332 *	100 *	0 (0.0%)	73,577 (36.5%)
<b>ALL AIRCRAFT</b>	<b>23,865,984</b> (1.9%)	<b>2,548,065</b> (4.9%)	<b>3,055,345</b> (4.0%)	<b>8,116,473</b> (1.9%)	<b>4,155,589</b> (6.1%)	<b>1,209,887</b> (5.8%)	<b>1,749,900</b> (13.0%)	<b>323,201</b> (21.8%)	<b>172,055</b> (41.0%)	<b>226,105</b> (21.1%)	<b>1,669,783</b> (9.5%)	<b>639,584</b> (12.8%)

\* Standard error greater than 100%

NOTE: Columns may not add to totals due to rounding and estimation procedures.

**TABLE 8.5**  
**ACTIVE GENERAL AVIATION AIRCRAFT**  
**TOTAL HOURS FLOWN, BY AIRCRAFT TYPE**  
**1985 - 1994**  
(Hours in Thousands)  
(Percent Standard Error is shown in parenthesis)

Aircraft Type	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
<b>FIXED-WING</b>	<b>20,717</b> (1.9%)	<b>21,421</b> (1.9%)	<b>23,801</b> (1.7%)	<b>26,851</b> (1.9%)	<b>29,546</b> (1.8%)	<b>29,327</b> (1.7%)	<b>28,040</b> (1.8%)	<b>28,391</b> (1.7%)	<b>28,994</b> (1.7%)	<b>29,085</b> (1.7%)
Piston	18,370 (2.1%)	19,029 (2.1%)	21,251 (1.9%)	24,102 (2.1%)	25,832 (2.0%)	24,907 (1.9%)	24,291 (2.0%)	24,969 (1.9%)	24,805 (1.9%)	25,666 (1.9%)
One Engine	15,765 (2.4%)	16,514 (2.4%)	18,074 (2.1%)	20,540 (2.3%)	21,883 (2.2%)	20,600 (2.2%)	20,326 (2.2%)	20,446 (2.0%)	20,260 (2.1%)	21,102 (2.1%)
Two Engine	2,597 (4.6%)	2,514 (3.9%)	3,172 (3.9%)	3,555 (4.1%)	3,897 (3.8%)	4,292 (3.3%)	3,943 (4.1%)	4,509 (5.2%)	4,535 (4.6%)	4,539 (4.1%)
Other Piston	8 (52.4%)	1 (42.8%)	4 (22.6%)	7 (33.5%)	53 (48.7%)	16 (67.3%)	20 (44.5%)	14 (33.3%)	10 (45.5%)	24 (34.6%)
<b>Turboprop</b>	<b>1,106</b> (5.4%)	<b>1,227</b> (5.6%)	<b>1,478</b> (5.7%)	<b>1,513</b> (5.3%)	<b>2,319</b> (6.4%)	<b>2,892</b> (5.0%)	<b>2,195</b> (5.0%)	<b>2,010</b> (5.0%)	<b>2,661</b> (5.1%)	<b>1,921</b> (4.6%)
One Engine	207 (8.9%)	244 (11.3%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Two Engine	899 (6.3%)	979 (6.4%)	1,238 (6.5%)	1,359 (5.8%)	2,162 (6.8%)	2,776 (5.2%)	2,117 (5.1%)	1,841 (5.0%)	2,583 (5.3%)	1,862 (4.8%)
Other Turboprop	0 (151.2%)	3 (42.6%)	240 (10.2%)	154 (12.8%)	157 (10.9%)	116 (16.6%)	78 (14.9%)	169 (24.6%)	78 (14.1%)	59 (10.9%)
<b>Turbojet</b>	<b>1,241</b> (3.8%)	<b>1,165</b> (4.7%)	<b>1,072</b> (4.2%)	<b>1,236</b> (4.5%)	<b>1,396</b> (4.1%)	<b>1,527</b> (3.7%)	<b>1,554</b> (4.4%)	<b>1,411</b> (3.9%)	<b>1,527</b> (4.7%)	<b>1,498</b> (4.4%)
Two Engine	1,197 (3.9%)	1,126 (4.8%)	1,030 (4.3%)	1,183 (4.7%)	1,279 (4.3%)	1,424 (3.9%)	1,434 (4.7%)	1,312 (4.2%)	1,446 (4.9%)	1,349 (4.8%)
Other Turbojet	44 (18.6%)	39 (15.5%)	42 (16.4%)	54 (15.1%)	117 (12.2%)	103 (12.2%)	120 (10.9%)	99 (10.3%)	90 (19.4%)	149 (10.6%)
<b>ROTORCRAFT</b>	<b>2,006</b> (9.3%)	<b>1,832</b> (6.3%)	<b>2,283</b> (6.6%)	<b>2,757</b> (7.5%)	<b>2,209</b> (5.9%)	<b>2,610</b> (0.9%)	<b>2,507</b> (6.5%)	<b>2,108</b> (7.4%)	<b>2,424</b> (6.7%)	<b>1,990</b> (7.7%)
Piston	340 (12.4%)	370 (8.7%)	416 (12.4%)	585 (12.0%)	716 (10.2%)	692 (2.1%)	533 (11.6%)	602 (9.2%)	742 (12.8%)	521 (15.1%)
Turbine-total	1,666 (11.0%)	1,462 (7.6%)	1,866 (7.6%)	2,172 (9.0%)	1,493 (7.2%)	1,918 (0.9%)	1,974 (7.6%)	1,506 (9.6%)	1,682 (7.7%)	1,468 (8.9%)
One Engine	1,197 (13.7%)	1,073 (9.5%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Multi-engine	469 (17.3%)	390 (10.8%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>OTHER AIRCRAFT</b>	<b>424</b> (13.4%)	<b>N/A</b>	<b>410</b> (6.0%)	<b>459</b> (8.9%)	<b>341</b> (7.0%)	<b>396</b> (7.4%)	<b>568</b> (24.2%)	<b>384</b> (6.0%)	<b>364</b> (7.6%)	<b>382</b> (8.2%)
Gliders	298 (18.3%)	159 (17.1%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lighter-than-Air	126 (12.3%)	217 (30.2%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>EXPERIMENTAL</b>	<b>718</b> (6.3%)	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
Amateur Built	413 (7.9%)	298 (9.0%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Exhibition	24 (26.5%)	88 (18.2%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other	281 (11.1%)	325 (15.0%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>ALL AIRCRAFT</b>	<b>23,866</b> (1.9%)	<b>24,340</b> (1.8%)	<b>26,493</b> (1.6%)	<b>30,067</b> (1.8%)	<b>32,096</b> (1.7%)	<b>32,332</b> (1.6%)	<b>31,114</b> (1.7%)	<b>30,883</b> (1.7%)	<b>31,782</b> (1.6%)	<b>31,456</b> (1.6%)

Beginning in 1993, commuters were excluded

1993 New Aircraft Types: Prior to 1993, single engine turboprops were included in "Other turboprops", single and multiengine turbine rotorcraft were not shown separately; gliders and lighter-than-air aircraft were combined into the "Other" category. Experimental aircraft were included in the appropriate aircraft type. For example, prior to 1993 the single engine piston aircraft type included both experimental and non experimental aircraft. Starting in 1993 that aircraft type includes only the non experimental.

NOTE: Columns may not add to totals due to rounding and estimation procedures.

\* Standard error greater than 100%

**Table 8.6**  
**Active General Aviation Aircraft Total Hours Flown**  
**by Use**  
**1985 - 1994**  
(Hours in Thousands)

Use Category	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
Corporate	2,548	2,659	2,262	2,617	2,913	3,453	3,472	3,143	3,491	3,857
Business	3,055	3,345	3,537	4,154	4,417	4,330	4,594	5,276	5,444	6,034
Personal	8,116	7,938	8,592	9,685	9,276	9,537	10,015	9,961	9,324	7,750
Instructional	4,156	4,680	5,340	6,141	7,244	5,993	4,917	4,529	4,319	3,938
Aerial Application	1,210	1,167	1,296	1,911	1,872	1,868	1,842	1,538	1,833	2,002
Aerial Observation	1,750	1,750	1,730	1,797	1,745	1,719	1,308	1,304	1,496	1,214
Sight Seeing	323	412	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
External Load	172	105	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other Work	226	175	343	471	572	517	525	350	298	317
Air Taxi	1,670	1,452	2,009	2,241	2,249	3,020	2,632	2,657	2,690	2,570
Other	640	656	358	473	475	507	774	871	868	767
Rental	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,385
<b>Sub Total</b>	<b>23,866</b>	<b>24,340</b>	<b>25,800</b>	<b>29,497</b>	<b>30,763</b>	<b>30,940</b>	<b>30,078</b>	<b>29,628</b>	<b>29,764</b>	<b>30,833</b>
Commuter Air Taxi	N/A	N/A	693	570	1,333	1,392	1,036	1,255	2,018	623
<b>All Aircraft</b>	<b>23,866</b>	<b>24,340</b>	<b>26,493</b>	<b>30,067</b>	<b>32,096</b>	<b>32,332</b>	<b>31,114</b>	<b>30,883</b>	<b>31,782</b>	<b>31,456</b>

1993 Use Categories Changes: Beginning in 1993,

Commuters were excluded from the survey.

External Load and Sight Seeing were created as separate categories. Prior to 1993 they were included in one of the other nine categories as appropriate.

N/A Rental Hours no longer collected as separate use category.

1/ Revised to reflect effects or non response

NOTE: Columns may not add to totals due to rounding and estimation procedures.



**TABLE 8.7**  
**ACTIVE GENERAL AVIATION AIRCRAFT AVERAGE HOURS FLOWN BY AIRCRAFT TYPE**  
**1985 - 1994**  
(Percent Standard error is shown in parenthesis)

Aircraft Type	1994	1993	1992	1991	1990 1/	1989 1/	1988 1/	1987 1/	1986 1/	1985 1/
<b>FIXED-WING</b>	<b>138.6</b> (1.9%)	<b>135.3</b> (1.9%)	<b>136.7</b> (1.8%)	<b>143.8</b> (1.9%)	<b>160.1</b> (1.8%)	<b>153.7</b> (1.7%)	<b>152.6</b> (1.8%)	<b>149.0</b> (1.7%)	<b>150.8</b> (1.7%)	<b>157.5</b> (1.7%)
<b>Piston</b>	132.1 (2.0%)	129.3 (3.1%)	130.4 (2.0%)	137.5 (2.0%)	147.4 (1.9%)	137.8 (1.9%)	138.8 (1.9%)	137.6 (1.8%)	135.9 (1.8%)	146.2 (1.8%)
One Engine	128.5 (2.2%)	126.9 (2.3%)	126.1 (2.2%)	134.2 (2.2%)	142.1 (2.2%)	129.6 (2.2%)	132.2 (2.2%)	128.0 (2.0%)	126.4 (2.0%)	137.6 (2.0%)
Two Engine	165.0 (4.0%)	150.8 (3.4%)	170.3 (3.9%)	167.0 (3.8%)	184.7 (3.8%)	196.9 (3.1%)	186.0 (3.5%)	207.8 (5.1%)	205.2 (4.4%)	205.4 (3.8%)
Other Piston	112.5 (19.2%)	49.6 (13.1%)	49.6 (26.5%)	41.3 (26.1%)	526.4 (30.6%)	157.0 (24.9%)	203.8 (42.2%)	138.5 (22.7%)	101.6 (45.4%)	240.1 (27.0%)
<b>Turboprop</b>	<b>263.6</b> (4.5%)	<b>277.5</b> (4.7%)	<b>314.1</b> (4.8%)	<b>307.7</b> (4.3%)	<b>437.5</b> (4.4%)	<b>490.2</b> (4.3%)	<b>448.0</b> (4.5%)	<b>410.3</b> (4.7%)	<b>475.3</b> (4.5%)	<b>384.2</b> (4.2%)
One Engine	383.7 (6.9%)	342.5 (8.4%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Two Engine	246.5 (5.3%)	265.4 (5.5%)	301.2 (5.5%)	311.9 (4.5%)	441.2 (4.7%)	487.0 (4.4%)	450.5 (4.6%)	391.8 (4.7%)	478.3 (4.6%)	379.9 (4.4%)
Other Turboprop	21.0 (0.0%)	135.3 (11.6%)	381.6 (1.1%)	279.2 (14.0%)	392.5 (8.3%)	581.8 (13.7%)	389.0 (16.7%)	845.0 (24.5%)	392.5 (13.8%)	591.0 (6.0%)
<b>Turbojet</b>	<b>309.4</b> (3.3%)	<b>298.4</b> (3.5%)	<b>270.7</b> (3.6%)	<b>289.7</b> (4.0%)	<b>340.6</b> (3.7%)	<b>372.5</b> (3.4%)	<b>398.5</b> (3.8%)	<b>352.8</b> (3.6%)	<b>363.7</b> (4.8%)	<b>365.3</b> (4.0%)
Two Engine	313.5 (3.4%)	302.2 (3.6%)	276.9 (3.7%)	296.7 (4.2%)	345.7 (4.0%)	384.9 (3.6%)	398.3 (4.1%)	364.5 (3.8%)	380.6 (4.8%)	374.8 (4.4%)
Other Turbojet	225.6 (11.5%)	213.5 (7.8%)	180.8 (13.4%)	192.0 (7.5%)	293.2 (10.8%)	258.6 (11.5%)	401.4 (10.4%)	247.0 (9.6%)	226.2 (28.0%)	297.4 (5.8%)
<b>ROTORCRAFT</b>	<b>458.6</b> (7.7%)	<b>398.6</b> (5.6%)	<b>381.7</b> (7.8%)	<b>451.6</b> (7.8%)	<b>320.1</b> (5.5%)	<b>372.8</b> (0.8%)	<b>417.9</b> (6.2%)	<b>357.3</b> (7.0%)	<b>372.9</b> (6.3%)	<b>331.7</b> (6.8%)
Piston	252.7 (8.5%)	218.8 (6.6%)	184.6 (11.8%)	233.7 (9.0%)	223.7 (8.9%)	230.6 (1.9%)	222.3 (9.0%)	231.6 (7.8%)	275.0 (11.1%)	192.9 (12.8%)
Turbine-total	571.4 (9.4%)	506.0 (6.8%)	491.3 (9.1%)	592.2 (9.6%)	403.6 (6.9%)	479.5 (8.0%)	548.3 (7.6%)	456.4 (9.5%)	442.5 (7.6%)	444.9 (8.0%)
One Engine	525.5 (11.5%)	501.8 (8.0%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Multi-engine	762 (15.1%)	525.5 (9.7%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>OTHER AIRCRAFT</b>	<b>64.9</b> (12.4%)	<b>N/A</b>	<b>50.9</b> (8.2%)	<b>61.4</b> (9.7%)	<b>51.6</b> (6.8%)	<b>55.0</b> (7.5%)	<b>88.7</b> (25.1%)	<b>61.0</b> (5.5%)	<b>56.0</b> (7.5%)	<b>65.9</b> (7.6%)
Gliders	105.8 (17.8%)	96.7 (15.7%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Lighter-than-Air	36.3 (10.0%)	60.1 (29.6%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>EXPERIMENTAL</b>	<b>53.4</b> (5.0%)	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>
Amateur Built	43.4 (6.1%)	43.5 (6.8%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Exhibition	43.3 (22.0%)	54.1 (16.6%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Other	98.9 (9.2%)	131.9 (14.2%)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>ALL AIRCRAFT</b>	<b>135.8</b> (1.7%)	<b>134.4</b> (1.8%)	<b>140.4</b> (1.8%)	<b>149.1</b> (1.8%)	<b>162.1</b> (1.7%)	<b>157.7</b> (1.6%)	<b>158.6</b> (1.7%)	<b>152.4</b> (1.6%)	<b>154.8</b> (1.6%)	<b>160.1</b> (1.6%)

Beginning in 1993, commuters were excluded

1993 New Aircraft Types: Prior to 1993, single engine turboprops were included in "Other turboprops", single and multiengine turbine rotorcraft were not separately; gliders and lighter-than-air aircraft were combined into the "Other" category. Experimental aircraft were included in the appropriate aircraft type. For example, prior to 1993 the single engine piston aircraft type included both experimental and non experimental aircraft. Starting in 1993 that type includes only the non experimental.

NOTE: Columns may not add to totals due to rounding and estimation procedures.

\* Standard error greater than 100%

**TABLE 8.8**  
**ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN**  
**BY FAA REGION AND STATE OF BASED AIRCRAFT**

1994

Excludes Commuters

FAA Region & State	Active Aircraft		Hours Flown		Average Hours	
	Aircraft	Percent Standard Error	Hours (000)	Percent Standard Error	Hours	Percent Standard Error
<b>Total</b>	<b>170,600</b>	<b>0.7%</b>	<b>23,866</b>	<b>1.8%</b>	<b>135.7</b>	<b>1.7%</b>
<b>Alaskan</b>	<b>5,479</b>	<b>7.3%</b>	<b>651</b>	<b>8.4%</b>	<b>116.1</b>	<b>8.6%</b>
<b>Central--total</b>	<b>9,374</b>	<b>6.1%</b>	<b>1,124</b>	<b>7.0%</b>	<b>116.7</b>	<b>5.7%</b>
Iowa	2,028	12.4%	237	15.3%	113.1	11.3%
Kansas	2,738	10.8%	317	12.6%	113.4	10.7%
Missouri	2,822	11.0%	351	14.0%	121.2	12.1%
Nebraska	1,787	13.2%	209	17.0%	119.0	14.6%
<b>Eastern--total</b>	<b>20,419</b>	<b>4.0%</b>	<b>2,835</b>	<b>5.3%</b>	<b>136.3</b>	<b>4.8%</b>
Delaware	1,324	14.7%	206	15.7%	154.0	16.3%
District	37	64.9%	14	66.6%	381.1	16.2%
Maryland	2,210	12.4%	286	17.2%	123.3	14.3%
New Jersey	2,925	10.4%	527	15.7%	182.2	11.8%
New York	5,237	7.8%	669	9.6%	123.3	9.2%
Pennsylvania	5,067	8.1%	580	9.9%	112.4	11.2%
Virginia	2,795	10.9%	449	13.9%	159.6	13.7%
West Virginia	824	20.3%	105	24.1%	121.7	15.1%
<b>Great Lakes--total</b>	<b>30,884</b>	<b>3.2%</b>	<b>3,924</b>	<b>4.1%</b>	<b>125.7</b>	<b>4.0%</b>
Illinois	6,002	7.3%	953	8.8%	141.4	9.9%
Indiana	3,560	9.4%	489	11.0%	136.6	10.2%
Michigan	5,737	7.6%	681	9.6%	116.8	9.5%
Minnesota	3,904	9.1%	482	11.6%	122.9	9.2%
No. Dakota	1,143	16.6%	220	22.5%	192.6	12.8%
Ohio	5,583	7.5%	627	9.2%	108.4	7.5%
So. Dakota	919	17.4%	113	28.5%	121.3	18.0%
Wisconsin	4,037	9.1%	460	12.0%	113.6	11.7%
<b>New England--total</b>	<b>6,581</b>	<b>7.5%</b>	<b>779</b>	<b>9.4%</b>	<b>116.1</b>	<b>7.5%</b>
Connecticut	1,339	15.3%	159	20.8%	118.8	10.6%
Maine	835	20.4%	106	31.2%	130.5	31.7%
Massachusetts	2,605	11.5%	302	12.8%	112.1	9.1%
New Hampshire	1,026	17.8%	128	27.8%	122.7	20.1%
Rhode Island	324	31.2%	40	35.8%	118.2	14.3%
Vermont	452	27.7%	45	36.4%	100.4	16.3%
<b>Northwest Mountain--Total</b>	<b>17,415</b>	<b>4.5%</b>	<b>2,250</b>	<b>6.1%</b>	<b>124.1</b>	<b>6.0%</b>
Colorado	3,604	9.9%	471	12.1%	127.5	10.0%
Idaho	1,580	14.4%	184	18.7%	109.8	10.6%
Montana	1,770	13.6%	223	16.2%	124.0	10.4%
Oregon	4,057	9.0%	564	14.9%	128.3	18.8%
Utah	959	18.2%	147	26.8%	150.5	19.3%
Washington	4,729	8.4%	568	11.2%	117.0	10.2%
Wyoming	717	21.5%	94	25.9%	130.6	15.2%

**TABLE 8.8**  
**ACTIVE GENERAL AVIATION AIRCRAFT AND HOURS FLOWN**  
**BY FAA REGION AND STATE OF BASED AIRCRAFT**  
**1994**  
Excludes Commuters

FAA Region & State	Active Aircraft		Hours Flown		Average Hours	
	Aircraft	Percent Standard Error	Hours (000)	Percent Standard Error	Hours	Percent Standard Error
<b>Southern--Total</b>	<b>28,731</b>	<b>3.3%</b>	<b>4,330</b>	<b>4.3%</b>	<b>150.0</b>	<b>4.7%</b>
Alabama	2,362	14.5%	339	14.5%	138.9	13.0%
Florida	10,574	5.4%	1,541	6.4%	144.1	8.8%
Georgia	3,983	9.0%	548	11.5%	134.4	11.9%
Kentucky	1,411	15.7%	196	21.5%	137.8	14.4%
Mississippi	3,904	9.1%	482	11.6%	122.9	9.2%
No. Carolina	4,014	9.1%	684	11.7%	168.8	13.3%
Puerto Rico	217	34.1%	33	42.0%	155.5	15.1%
So. Carolina	1,566	14.6%	239	17.7%	150.8	14.2%
Tennessee	2,862	11.0%	359	15.2%	124.7	16.8%
<b>Southwest--Total</b>	<b>23,529</b>	<b>3.7%</b>	<b>4,010</b>	<b>5.2%</b>	<b>161.7</b>	<b>6.6%</b>
Arkansas	2,078	12.1%	319	13.1%	142.1	9.6%
Louisiana	2,437	11.5%	807	16.3%	310.7	14.8%
New Mexico	2,180	12.5%	205	14.4%	93.4	10.7%
Oklahoma	2,858	10.6%	357	13.5%	123.2	15.2%
Texas	13,976	4.7%	2,323	6.3%	159.8	9.8%
<b>Western-Pacific--Total</b>	<b>28,185</b>	<b>3.3%</b>	<b>3,953</b>	<b>4.4%</b>	<b>132.7</b>	<b>4.6%</b>
Arizona	4,332	8.7%	727	13.3%	158.2	10.6%
California	21,728	3.6%	2,851	4.2%	124.8	5.1%
Hawaii	391	28.1%	158	42.2%	398.0	16.0%
Nevada	1,787	12.8%	219	13.6%	113.7	8.9%

\* Standard error greater than 100%

NOTE: Column totals may differ from printed totals due to estimation procedures.

## IX. AIRCRAFT ACCIDENTS

The data presented in this chapter were obtained from the National Transportation Safety Board (NTSB).

The NTSB is an independent Federal agency charged by Congress with investigating every civil aviation accident in the US and significant accidents in other modes of transportation and issuing safety recommendations aimed at preventing future accidents. The NTSB is responsible for maintaining the government's data base on civil aviation accidents.

More detailed accident data may be obtained from:

National Transportation Safety Board  
490 L'Enfant Plaza, SW  
Washington, DC 20594  
202 382-6538

### DEFINITIONS

#### Accident Groups

**Large airlines** (air carriers) in scheduled and non scheduled service operating aircraft with a seating capacity of more than 30 seats or a maximum payload capacity of more than 7,500 pounds carrying passengers or cargo for hire or compensation under 14 CFR 121.

**Commuter carriers** in scheduled service operating small aircraft (30 seats or less) carrying passengers for hire or compensation performing at least five scheduled round trips per week or carries cargo/mail. under 14 CFR 135.

**"On-demand" air taxis** in unscheduled service operating small aircraft (30 seats or less) carrying passengers or cargo for hire or compensation excluding commuter air carrier under 14 CFR 135.

**General aviation**--all other civil flying.

**Aircraft Accident** --an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers a fatal injury or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached to the aircraft, or in which the aircraft receives substantial damage.

**Fatal Injury** --any injury which results in death within 30 days of the accident.

**Serious Injury** -- any injury which (1) requires hospitalization for more than 48 hours, beginning within 7 days from the date when the injury was received; (2) results in a fracture of any bone; (3) involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; (4) involves injury to any internal organ; and, (5) involves second- or third- degree burns, or any burns affecting more than 5 percent of the body surface.

**Substantial Damage** -- damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.

**These definitions only apply to this chapter.**

**Table 9.1**  
**AIR CARRIER and GENERAL AVIATION**  
**Aircraft Accidents and Fatalities**  
(Preliminary Data)  
**1994**

	Number of Accidents		Number of Fatalities
	Total	Fatal	
Air Carrier and General Aviation Operations			
Air Carriers			
Air Carriers Operating Under 14 CFR 121 1/			
Scheduled	20	4	239
Nonscheduled	2	0	0
Air Carriers Operating under 14 CFR 135			
Scheduled 2/	10	3	26
Nonscheduled 3/	84	27	64
General Aviation 4/	1,889	392	706

1/ Airlines

2/ Commuters

3/ On-Demand Taxis

4/ Includes accidents involving aircraft flown under rules other than CFR 121 and CFR 135.

Source: National Transportation Safety Board.

**TABLE 9.2**  
**AIRLINES**  
(Air Carriers Operating under 14 CFR 121)  
**Accidents, Fatalities, and Rates**  
(Preliminary Data)  
**1994**

	Scheduled	Nonscheduled
Accidents		
Total	20	2
Fatal	4	0
Fatalities	239	0
Aircraft Hours Flown (000) 1/	12,660	670
Departures (000) 1/	8,100	351
Accident Rate Per 100,000 Hours Flown		
Total	0.16	0.3
Fatal	0.03	0
Accident Rate Per 1000,000 Departures		
Total	0.24	0.57
Fatal	0	0

1/ Exposure data estimate source: Federal Aviation Administration (FAA).

Source: National Transportation Safety Board.

TABLE 9.3  
**AIRLINES**  
 (Air Carriers Operating under 14 CFR 121)  
**Fatal Accidents, Fatalities**  
 (Preliminary Data)  
**1994**

Location	Operator	Date	Service	Aircraft Type	Fatalities				Total Onboard	Reported Type of Accident
					Total	Pagr	Crew	Others		
SCHEDULED SERVICE										
Charlotte, NC	USAir	7/02	Pagr	DC-9-30	37	37	0	0	62	Struck ground during a missed approach
Aliquippa, PA	USAir	9/08	Pagr	B-737-300	132	127	6	0	132	Inflight lost of control
Roselawn, IN	Simmons Airlines dba: American Eagle	10/31	Pagr	ATR 72	68	64	4	0	68	Inflight lost of control
Bridgeton, MO	TWA	11/22	Pagr	DC-8-82	2	0	0	2	140	Collided with a Cessna 441 on the runway

Source: National Transportation Safety Board.

TABLE 9.4  
 AIRLINES: SCHEDULED and NONSCHEDULED SERVICE 1/  
 Accidents, Fatalities and Rates  
 (U.S. Air Carriers Operating Under 14 CFR 121)  
 1985- 1994

	1985	1986	1987	1988	1989	1990	1991	1992	1993 4/	1994 5/
Accidents										
Total	22	24	36	29	28	24	26	18	23	22
Fatal	7	3	5	3	11	6	4	4	1	4
Total Fatalities	526	8	232	285	278	39	62 6/	33	1	239
Aircraft Hours Flown (000) 2/	8,710	9,976	10,645	11,140	11,274	12,150	11,900	12,496	12,911	13,220
Aircraft Miles Flown (000,000) 2/	3,631	4,018	4,361	4,503	4,605	4,970	4,851	5,088	5,290	5,407
Departures (000) 2/	6,307	7,202	7,601	7,716	7,645	8,225	7,986	8,081	8,336	8,451
Accident Rate Per 100,000 Hours Flown										
Total	0.25	0.23	0.33	0.25	0.25	0.20	0.22	0.14	0.18	0.16
Fatal	0.08	0.02	0.04	0.02	0.10	0.05	0.03	0.03	0.01	0.09
Accident Rate Per Million Miles Flown										
Total	0.01	0.01	0.01	0.01	0.01	0.00 3/	0.01	0.00 3/	0.00 3/	0.00
Fatal	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00 3/
Accident Rate Per 100,000 Departures										
Total	0.35	0.32	0.46	0.36	0.37	0.29	0.33	0.22	0.28	0.25
Fatal	0.11	0.03	0.05	0.03	0.14	0.07	0.05	0.05	0.01	0.05

1/ Includes accidents involving deregulated all-cargo air carriers and commercial operators of large aircraft when those accidents occurred during scheduled 14 CFR 121 operations.

2/ Exposure data estimate source: Research and Special Programs Administration.

3/ Rounds to 0.00.

4/ Revised.

5/ Preliminary.

6/ Includes 12 persons killed on a Skywest commuter aircraft and 22 persons killed on an USAir airliner when the two aircraft collided.

Source: National Transportation Safety Board

NOTE: The following suicide/sabotage cases are included in "Accidents" and "Fatalities" but not in "Accident Rates":

Date	Total	Aboard
04/02/86	4	4
12/07/87	43	43
12/21/88	270	259
04/07/94	0	0

TABLE 9.5  
AIRLINES: SCHEDULED SERVICE 1/  
Accidents, Fatalities and Rates  
(U.S. Air Carriers Operating Under 14 CFR 121)  
1995-1994

	1985	1986	1987	1988	1989	1990	1991	1992	1993 4/	1994 5/
Accidents										
Total	17	21	32	28	24	22	25	16	22	20
Fatal	4	2	4	3	8	6	4	4	1	4
Total Fatalities	197	5	231	285	131	39	62 6/	33	1	239
Aircraft Hours Flown (000) 2/	8,265	9,495	10,115	10,521	10,598	11,525	11,254	11,866	12,201	12,550
Aircraft Miles Flown (000,000) 2/	3,453	3,829	14,126	4,261	4,338	4,712	4,584	4,816	4,966	5,106
Departures (000) 2/	6,069	6,928	7,293	7,348	7,269	7,929	7,672	7,716	7,977	8,100
Accident Rate Per 100,000 Hours Flown										
Total	0.21	0.21	0.31	0.26	0.23	0.19	0.22	0.14	0.18	0.15
Fatal	0.05	0.01	0.03	0.02	0.08	0.05	0.04	0.03	0.01	0.03
Accident Rate Per Million Miles Flown										
Total	0.00 3/	0.01	0.01	0.01	0.01	0.00 3/	0.01	0.00 3/	0.00 3/	0.00
Fatal	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00 3/	0.00
Accident Rate Per 100,000 Departures										
Total	0.28	0.29	0.43	0.37	0.33	0.28	0.33	0.21	0.28	0.24
Fatal	0.07	0.01	0.04	0.03	0.11	0.08	0.05	0.05	0.01	0.05

1/ Includes accidents involving deregulated all-cargo air carriers and commercial operators of large aircraft when those accidents occurred during scheduled 14 CFR 121 operations.

2 Exposure data estimate source: Research and Special Programs Administration.

3/ Rounds to 0.00.

4/ Revised.

5/ Preliminary.

6/ Includes 12 persons killed on a Skywest commuter aircraft and 22 persons killed on an USAir airliner when the two aircraft collided.

Source: National Transportation Safety Board

NOTE: The following suicide/sabotage cases are included in "Accidents" and "Fatalities" but not in "Accident Rates":

Date	Operator	Total	Aboard
04/02/86	Trans World	4	4
12/07/87	Pacific Southwest	43	43
12/21/88	Pan American	270	259
04/07/94	Federal Express	0	0



TABLE 9.6  
 AIRLINES: NONSCHEDULED SERVICE 1/  
 Accidents, Fatalities and Rates  
 (U.S. Air Carriers Operating Under 14 CFR 121)  
 1985 - 1994

	1985	1986	1987	1988	1989	1990	1991	1992	1993 3/	1994 4/
Accidents										
Total	5	3	4	1	4	2	1	2	1	2
Fatal	3	1	1	0	3	0	0	0	0	0
Total Fatalities	329	3	1	0	147	0	0	0	0	0
Aircraft Hours Flown (000) 1/	445	481	530	619	677	625	646	629	710	670
Aircraft Miles Flown (000,000) 1/	178	188	235	243	267	258	267	272	304	301
Departures (000)1	238	274	308	368	376	294	310	361	358	351
Accident Rate Per 100,000 Hours Flown										
Total	1.13	0.62	0.76	0.16	0.59	0.32	0.16	0.32	0.14	0.30
Fatal	0.68	0.21	0.19	*	0.44	*	*	*	*	*
Accident Rate Per Million Miles Flown										
Total	0.03	0.02	0.02	*	0.02	0.01	*	0.01	*	*
Fatal	0.02	0.01	*	*	0.01	*	*	*	*	*
Accident Rate Per 100,000 Departures										
Total	2.10	1.10	1.30	0.27	1.06	0.68	0.32	0.55	0.23	0.57
Fatal	1.26	0.37	0.32	*	0.80	*	*	*	*	*

1/ Includes accidents involving deregulated all-cargo air carriers and commercial operators of large aircraft when those accidents occurred during scheduled 14 CFR 121 operations.

2/ Exposure data estimate source: Research and Special Programs Administration.

3/ Revised.

4/ Preliminary.

\* Rounds to 0.00.

Source: National Transportation Safety Board

TABLE 9.7  
**COMMUTER AIR CARRIERS**  
 (Air Carriers Operating under 14 CFR 135)  
**Fatal Accidents, Fatalities**  
 (Preliminary Data)  
**1994**

Location	Operator	Date	Service	Aircraft Type	Fatalities				Total Onboard	Reported Type of Accident
					Total	Pagr	Crew	Others		
Columbus, OH	Atlantic Coast Airlines dba United Express	07-Jan	Pagr	Jetstream J-4101	5	2	3	0	8	Crashed 1.2 miles from the airport during an instrument approach.
Elim, AK	Ryan Air Service	10-Dec	Pagr	Cessna 402	5	4	1	0	5	Crashed into a mountain in instrument meteorological conditions.
Morrisville, NC	Flagship Airlines dba American Eagle	13-Dec	Pagr	BAe-3201	15	2	13	0	20	Crashed 4 miles from the airport during an instrument approach.

Source: National Transportation Safety Board

TABLE 9.8  
COMMUTER AIR CARRIERS  
(U.S. Air Carriers Operating under 14 CFR 135) 1/  
Aircraft Accidents, Fatalities and Rates  
1985-1994

	1985	1986	1987	1988	1989	1990	1991	1992	1993 4/	1994 5/
Accidents										
Total	21	15	32	19	18	15	22	23	16	10
Fatal	7	2	10	2	5	3	8	7	4	3
Fatalities	37	4	59	21	31	6	99 6/	21	24	25
Aircraft Hours Flown (000) 2/	1,737	1,725	1,946	2,093	2,241	2,337	2,171	2,181	2,423	2,330
Aircraft Miles Flown (000,000) 2/	301	307	351	380	394	450	381	442	505	499
Departures (000) 2/	2,561	2,799	2,810	2,909	2,819	3,160	2,648	2,911	3,198	3,100
Accident Rate Per 100,000 Hours Flown 3/										
Total	1.21	0.87	1.64	0.91	0.80	0.64	1.01	1.01	0.66	0.43
Fatal	0.40	0.12	0.51	0.10	0.22	0.13	0.37	0.32	0.17	0.13
Accident Rate Per Million Miles Flown 3/										
Total	0.07	0.05	0.09	0.05	0.05	0.03	0.06	0.05	0.03	0.02
Fatal	0.02	0.01	0.03	0.01	0.01	0.01	0.02	0.02	0.01	0.01
Accident Rate Per 100,000 Departures 3/										
Total	0.82	0.54	1.14	0.65	0.64	0.48	0.83	0.76	0.50	0.32
Fatal	0.27	0.07	0.36	0.07	0.18	0.10	0.30	0.24	0.13	0.10

1/ Includes accidents involving deregulated all-cargo air carriers and commercial operators of large aircraft when those accidents occurred during scheduled 14 CFR 135 operations.

2/ Exposure data estimate source: Federal Aviation Administration.

3/ Rates are based on all accidents including some involving operators not reporting to RSPA.

4/ Revised.

5/ Preliminary.

6/ One suicide case is included in "Accidents" but not in "Accident Rates".

Source: National Transportation Safety Board

**TABLE 9.9**  
**ON-DEMAND AIR TAXIS**  
 (U.S. Air Carriers Operating under 14 CFR 135)  
**Aircraft Accidents, Fatalities and Rates**  
**1985 - 1994**

Year	Number of Accidents		Total Fatalities	Aircraft Hours Flown 1/ (000)	Accident Rate Per 100,000 Aircraft Hours	
	Total	Fatal			Total	Fatal
					Accidents	Accidents
1985	154	35	76	2,570	5.99	1.36
1986	117	31	65	2,690	4.35	1.15
1987	97	30	65	2,657	3.65	1.13
1988	101	28	59	2,632	3.84	1.06
1989	111	25	83	3,020	3.68	0.83
1990	106	28	50	2,249	4.71	1.24
1991	87	27	70	2,241	3.88	1.20
1992	76	24	70	2,009	3.78	1.19
1993 2/	69	19	42	2,100	3.38	0.90
1994 3/	84	27	64	2,000	4.20	1.35

1/ Exposure data estimate from FAA.

2/ Revised

3/ Preliminary

Source: National Transportation Safety Board.

**TABLE 9.10**  
**U.S. GENERAL AVIATION FLYING 1/**  
 (All Operations other than those Operating under 14 CFR 121 or 14 CFR 135)  
**Aircraft Accidents, Fatalities, and Rates**  
**1985-1994**

Year			Total Fatalities	Aircraft Hours Flown (000) 2/	Accident Rate Per 100,00 Aircraft Hours	
	Number of Accidents				Total	Hours
	Total	Fatal				
1985	2,738	498	955	28,322	9.66	1.75
1986	2,582	474	967	27,073	9.54	1.75
1987	2,494	447	838	26,972	9.24	1.65
1988	2,386	460	800	27,446	8.89	1.68
1989	2,230	431	768	27,920	7.97	1.53
1990	2,214	442	766	28,510	7.76	1.55
1991	2,170	431	781	27,226	7.96	1.58
1992	2,074	447	862	23,792	8.71	1.87
1993 3/	2,042	399	737	22,476	9.09	1.78
1994 4/	1,989	392	706	21,000	9.47	1.87

1/ Suicide/sabotage accidents are excluded from rates.

2/ Exposure data estimate from FAA.

3/ Revised

4/ Preliminary

Source: National Transportation Safety Board.

## **X. AERONAUTICAL PRODUCTION AND IMPORTS/EXPORTS**

The aircraft production information presented in this chapter was obtained from the Bureau of Census: Complete Aircraft Plant Report (Form M37G). The shipment data shows the number of civil aircraft shipped by the United States manufacturers and includes both aircraft shipped within the United States and those exported.

Import and Export data were obtained from the Aerospace Industries Association of America, Inc. and were based on Bureau of Census data from special monthly compilations of Annual Reports 246 and 446 respectively.

**TABLE 10.1**  
**TOTAL CIVIL AIRCRAFT PRODUCTION, WEIGHT, AND COST**  
**CALENDAR YEARS 1985 - 1994**

Calendar Year	Number of Aircraft	Value Complete Aircraft (\$000)	Average Complete Aircraft Cost			
			Total (\$000)	Fixed Wing (\$000)	Rotor Craft (\$000)	Other (\$000)
1985	2,457	10,939,831	445,252	NA	NA	NA
1986	2,888	12,517,992	433,448	NA	NA	NA
1987	2,319	12,491,743	538,669	NA	NA	NA
1988	2,681	16,019,855	597,533	NA	NA	NA
1989	3,129	17,467,335	558,240	NA	NA	NA
1990	2,785	24,864,289	892,793	NA	NA	NA
1991	2,867	29,780,358	1,038,729	NA	NA	NA
1992	2,517	31,733,026	1,260,748	20,583	465	20
1993	3,189	26,843,066	841,739	18,865	417	12
1994	3,852	20,665,587	538,490	14,476	371	11

NOTE: Other includes balloons, dirigibles, airships, gliders, sailplanes, and aircraft sold in kits (except hand gliders).

Source: U.S. Department of Commerce, Bureau of the Census, Industry Division.

**TABLE 10.2**  
**NUMBER OF SHIPMENTS OF COMPLETE CIVIL AIRCRAFT**  
**1985 - 1994**

Item	1994	1993	1992	1991	1990	1989	1988	1987	1986	1985
Total	3,852	3,189	2,417	2,867	2,785	3,129	2,681	2,319	2,888	2,842
Fixed Wing	1,424	1,416	1,539	1,598	1,759	2,014	1,734	1,516	1,858	2,457
Rotorcraft	351	269	308	574	582	603	517	360	493	385
Other	2,077	1,504	570	695	444	512	430	443	537	NA

NOTE: Other includes balloons, dirigibles, airships, gliders, sailplanes, and aircraft sold in kits (except hang gliders).

TABLE 10.3  
NUMBER OF U.S. IMPORTS OF CIVIL AEROSPACE PRODUCTS  
1985 - 1994

Item	1988	1987	1986	1985
Aircraft Used or Rebuilt, Civil	194	115	141	246
Helicopters, Civil Aircraft, Single-Engine	114	98	87	60
Civil	40	41	71	46
Aircraft, Multiengine Under 4,400 lbs., Civil	3	1	18	8
Aircraft, Multiengine, 4,400 to 10,000 lbs., Civil	74	101	58	46
Aircraft, Multiengine, 10,000 to 33,000 lbs., Civil	152	155	150	103
Aircraft, Multiengine, Over 33,000 lbs., Civil	18	22	36	29
Balloons, and Airships, Civil	0	0	0	0
Gliders, Civil	111	117	181	628

NOTE: Categories were changed to reflect Commerce Department's change to the Harmonized Trade Schedule. Historical data are not available in these new categories.

Item	1994	1993	1992	1991	1990	1989
Complete Aircraft	1,679	1,330	946	955	1,262	674
Transports	38	54	64	44	30	36
Passenger	36	54	64	44	30	33
Cargo	2	—	—	—	—	—
Other Combinations	—	—	—	—	—	3
General Aviation	261	212	216	254	743	213
Single Engine	105	96	67	72	522	59
Multi Engine	156	116	149	182	221	154
Small	8	—	7	1	5	1
Medium	2	6	18	41	53	27
Large	146	110	124	140	163	126
Turbojet/Turbofan	82	66	52	45	63	39
Others	64	44	72	95	100	87
Helicopters	216	159	148	244	167	124
Small	7	5	3	4	21	9
Large	209	154	145	240	146	115
Others	1,164	905	521	413	322	301
Used/Rebuilt	328	258	176	246	130	210
New	836	647	345	167	192	91

Source: Aerospace Industries Association, Inc. based on data from the U.S. Dept. of Commerce, International Trade Association.

TABLE 10.4  
NUMBER OF U.S. EXPORTS OF CIVIL AEROSPACE PRODUCTS  
1985 - 1994

Item	1988	1987	1986
Aircraft Used or Rebuilt, Civil	1,644	969	494
Aircraft, Helicopter, New, Under 2200 lbs., Civil	161	129	104
Aircraft, Helicopter, New, Over 2200 lbs., Civil	119	152	106
Aircraft, Single-Engine New Civil	459	307	220
Aircraft, Multiengine, New, Under 4400 lbs., Civil	51	51	63
Aircraft, Multiengine, New, Over 4400 lbs., Under 10,000 lbs., Civil	109	127	93
Aircraft, Multiengine, New, Over 10,000 lbs., Under 33,000 lbs., Civil	24	24	38
Aircraft, Passenger, New, Over 33,000 lbs., Civil	205	160	149
Aircraft, Cargo, New, Over 33,000 lbs., Civil	8	4	2
Aircraft Other, New, Over 33,000 lbs., Including Combinations, Civil	4	6	8
Aircraft Other, New, Including Balloons, Gliders & Kites, Civil	0	0	0

NOTE: Categories were changed to reflect Commerce Department's change to the Harmonized Trade Schedule. Historical data are not available in these new categories.

	1994	1993	1992
Complete Aircraft	1,888	1,985	2,374
Transports	222	278	387
Passenger	216	272	376
Cargo	4	2	1
Other Combinations	2	4	10
General Aviation	385	333	358
Single Engine	125	97	186
Multi Engine	260	236	172
Small	124	104	19
Medium	67	74	93
Large	69	58	60
Turbojet/Turboprop	63	57	59
Others	6	1	1
Helicopters	154	175	212
Small	118	143	175
Large	36	32	37
Others	1,127	1,199	1,417
Used/Rebuilt	678	747	1,031
New	451	452	386

Source: Aerospace Industries Association, Inc. based on data from the U.S. Dept. of Commerce, Int'l Trade Associ